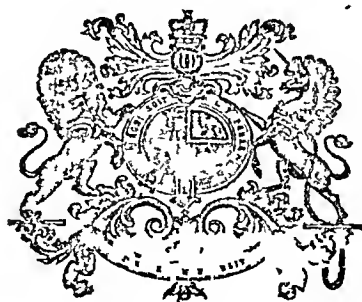


ADMINISTRATION REPORT
ON THE
RAILWAYS IN INDIA
FOR THE
Calendar year 1905

BY
THE RAILWAY BOARD.



Dated the 23rd May 1906

SIMLA
PRINTED AT THE GOVERNMENT CENTRAL PRINTING OFFICE.

1906.

Price Two Rupees, or 2s 8d.

*Agents for the sale of books published by the Superintendent of Government
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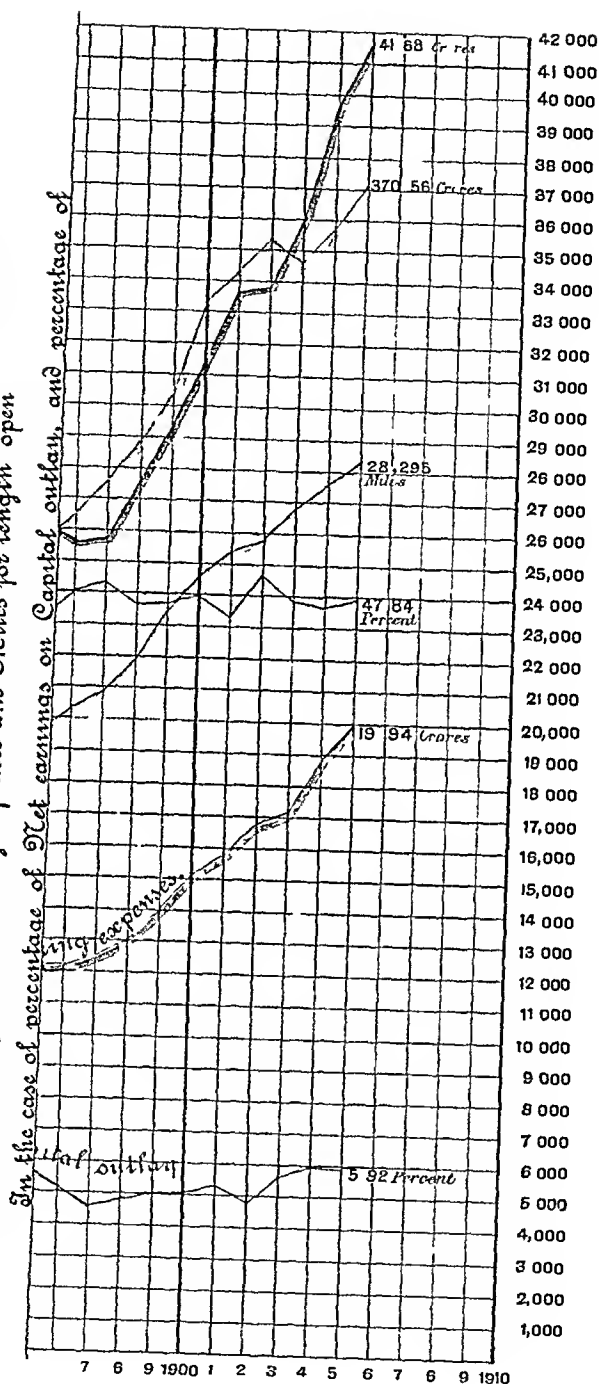
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The figures on this scale represent lakhs for the Capital outlay, tens of thousands for Gross earnings and Working expenses and Miles for length open



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ADMINISTRATION REPORT

ON THE

RAILWAYS IN INDIA

FOR

THE CALENDAR YEAR 1905.

General

The Railway Board have in this report re-introduced, with certain modifications, Appendix 12, showing the general results of working each railway system, which last appeared in the report for 1903. Appendix 38—History of open lines, and of lines under construction or sanctioned for commencement, has been curtailed, certain details of no particular interest having been omitted.

Mileage

2 During the year 1905, 749 miles of line were opened to traffic, bringing the total mileage open up to 28,295 miles of the following gauges—

15,028	of	5' 6"	gauge (standard).
11,959	"	3' 3 $\frac{3}{4}$ "	" (metre).
980	"	2' 6"	" } (special)
328	"	2' 0"	
<hr/>			
28,295'			

There were 627 miles of line sanctioned during the year—

371	of	5' 6"	gauge (standard)
139	"	3' 3 $\frac{3}{4}$ "	" (metre)
117	"	2' 6"	} (special).
..	"	2' 0"	
<hr/>			
627			

Up to the latest date of returns (end of April 1906) the mileages are—

Lines open	28,617
Lines under construction and sanctioned	3,297

Capital

3 The Capital outlay from the commencement on open lines and lines partly open amounted at the close of the calendar year 1905 to Rs 36,693 94 lakhs, and that on lines wholly under construction to Rs 267 22 lakhs. In addition Rs 95 17 lakhs were incurred on miscellaneous items (English stores, etc) connected with railways. The total outlay amounted to Rs. 37,056 33

4 All sanctions for expenditure are given with reference to the official year, and the sum of Rs 1,500 lakhs (£ 10,000,000), being an increase of 20 per cent on the previous year, has been provided for 1906-1907 divided as under —

	Rs Lakhs
(a) For open lines, including Rs 332 lakhs for rolling-stock	891 09
(b) For lines already under construction—	
(i) begun prior to 1905-1906	380 54
(ii) begun during 1905-1906	158 37
(c) For lines to be begun in 1906-1907	70 00
<hr/>	
TOTAL	15,00 00

Rolling stock and safety appliances

5 In 1905, 256 engines, 370 coaches and 2,861 wagons were added to the rolling-stock of the railways, and there are under supply 511 engines, 2,223 coaches and 6,700 wagons

Subsequent to the 31st December 1905 the provision of 47 engines, 75 coaches and 2,218 wagons has, in addition, been authorized

6 Three hundred and eighty-six engines, 800 coaches and 915 wagons were fitted with automatic brakes, bringing the number so fitted at the close of the year up to 3,016 engines, 11,201 coaches and 3,798 wagons, as against 2,799 engines, 9,061 coaches and 107,226 wagons not fitted

7. Five hundred and sixty vehicles were fitted with gas and electricity, making the total number so fitted at the close of the year 10,430, as compared with 7,105 not fitted. The number fitted with gas was 9,782 and with electricity 648

8 Means of communication between passengers, guards and drivers are fitted to many fast trains, both State and Company, and then more extended use is being pressed on all lines

9 One hundred and eighty stations were fitted with apparatus for interlocking points and signals. The progress in the introduction of automatic instruments for signalling trains between stations continues, 79 stations having been provided with these instruments.

Statistical results of working

10. With an addition of 719 miles to the open mileage, the gross earnings of all Indian railways during the calendar year 1905 amounted in round figures to Rs 4,168 09 lakhs, compared with Rs 3,961 97 lakhs in 1904, an increase of Rs 203 12 lakhs. Of the increase in the gross earnings, Rs 116 50 lakhs were absorbed in additional working expenses. The net earnings amounted to Rs 2,171 09 lakhs, against Rs 2,087 17 lakhs in 1904, or an increase of Rs 86 62 lakhs. These net earnings yielded a return on the Capital outlay (Rs 36,693 91 lakhs) on open lines and lines partly open of nearly 6 per cent, about the same as that yielded in 1904

Of the increase of Rs 203 12 lakhs in the gross receipts, the Bengal-Nagpur railway earned Rs 55 59 lakhs or 27 per cent, the Rajputana-Malwa railway Rs 51 91 lakhs or 26 per cent, and the remainder was contributed principally by the Great Indian Peninsula, Bombay, Baroda and Central India and Madras railways

The development of passenger traffic, noticed in the last report, continued during the year under review, and a larger number of pilgrims, native marriage parties, visitors to fairs, etc., were carried by railway. The visit to India of Their Royal Highnesses the Prince and Princess of Wales also contributed to this development. The total number carried was 218 16 millions against 227 10 millions, and the earnings therefrom Rs 1,273 83 lakhs against Rs 1,176 20 lakhs. The number of third class passengers carried was more by 18 76 millions and the earnings therefrom by Rs 79 13 lakhs. The other classes also showed satisfactory increases. Of the increase of Rs 97 63 lakhs in the passenger receipts, the North Western (State) railway earned Rs 19 99 lakhs or 20 per cent, and the remainder was contributed principally by the Great Indian Peninsula, Rajputana-Malwa, Bengal-Nagpur and Bombay, Baroda and Central India railways

The average rate charged to passengers of all classes was 2 17 pices per mile just over $\frac{1}{4}$ th of a penny, and the average distance travelled was about 40 miles. There have been no material fluctuations in these figures since 1881

The aggregate tonnage of goods lifted during the year 1905 and the earnings therefrom were 54 94 million tons and Rs 2,620 71 lakhs, respectively, an improvement over the previous year of 2 89 million tons and Rs 101 90 lakhs. Of the increase in the goods receipts the Bengal-Nagpur railway earned Rs 47 02 lakhs or 46 per cent, the Rajputana-Malwa railway earned Rs 38 17 lakhs or 38 per cent, and the remainder was contributed principally by the Great Indian Peninsula, Madras, and Bombay, Baroda and Central India railways

The total weight of the traffic in "Gram and pulse", "Cotton, raw and manufactured", "Coal", "Oil-seeds", "Sugar", "Salt", and "Jute" during the year

1905 amounted to 28 78 million tons and the earnings therefrom to Rs 1,712 68 lakhs, against 27 77 million tons and Rs 1,689 81 lakhs, respectively, in the previous year. The traffic in these commodities amounted during the year 1905 to 70 63 per cent in weight and 70 13 per cent in earnings of the total traffic carried for the public, against 71 37 per cent and 71 58 per cent, respectively, in the previous year.

There was a large increase of 1 61 million tons and Rs 101 06 lakhs in the grain and pulse (other than wheat) traffic, attributable chiefly to the larger movements of grains owing to scarcity prevailing in Southern India and Rajputana. There was also an increase of 244 81 thousand tons and Rs 53 68 lakhs under cotton, due to good crops. There was, however, a falling off of 1 07 million tons and Rs 114 23 lakhs in the wheat traffic, and of 199 50 thousand tons and 19 17 lakhs in the rape and mustard seed traffic, due to the partial failure of crops up-country in consequence of an unusually cold and wet season in the beginning of 1905.

Coal—During the year 1905 the total output from the collieries in India and Burma amounted, as shown in Appendix 28, to 8 43 million tons, against 8 22 million tons in 1904. The exports of Indian coal to Indian ports, principally Calcutta to Bombay, Karachi and Madras, rose from 1 45 million tons to 1 64 million tons or by 190 thousand tons, and those to ports outside India including Burma, principally Calcutta to Rangoon and Ceylon, from 896 88 thousand tons to 1,144 68 thousand tons or by 217 80 thousand tons. The imports of coal from the United Kingdom decreased from 174 70 thousand tons to 147 73 thousand tons or by 26 97 thousand tons, and those from other countries from 79 17 thousand tons to 50 02 thousand tons or by 29 15 thousand tons.

The total quantity of Indian coal consumed by railways during the year 1905 increased, as shown in Appendix 27, from 2 45 million tons to 2 67 million tons or by 220 thousand tons, and the amount of foreign coal consumed from 17 43 thousand tons to 18 23 thousand tons.

The improvement in the traffic in coal carried by railways was due principally to the increase of 215 76 thousand tons and Rs 19 87 lakhs recorded by the Bengal-Nagpur railway, owing to the traffic from the Sanctoria and Jhemmah coal fields having been carried *via* the Adia-Khaigpur route, instead of *via* Asansol, to Calcutta for shipment. On the East Indian railway the quantity carried increased by 169 80 thousand tons and the earnings by Rs 10 57 lakhs, due to larger despatches for foreign railways and for private factories.

The average rate for all descriptions of goods carried per ton per mile, *viz*, 5½ pies, or just under ½ penny, was the lowest recorded since 1884, in which year the rate was 7¼ pies, while the average distance over which a ton of goods was carried, *viz*, 177 miles, was the highest.

The additional mileage worked, the larger traffic handled and the increase in the train-mileage run necessitated a corresponding increase in the working expenses, and although large sums were expended by the principal railways in renewing their permanent-way and rolling stock, and in strengthening bridges, the railways were worked during 1905 at a slightly higher percentage of gross earnings, *viz*, 47¾, against 47¼ per cent. in the previous year.

Financial results to the State.

11 The financial result of the working of the State and Guaranteed railways for the year 1905 was a net gain to the State of 263 85 lakhs of rupees, the largest yet obtained in any year, after meeting, in addition to the expenses of working, all charges for interest on Capital outlay by the State and on Capital raised by Companies, and also the annuity payments for railways purchased by the State, including both interest and the portion that represents redemption of Capital. This is the sixth year in succession in which there has been a surplus.

In the subjoined table, which gives details of the charges against Revenue for the year 1905 in comparison with the two preceding years, the ordinary interest charges are first deducted, and, on this basis, *i.e.*, after excluding the portion of the annuity payments representing redemption of Capital, Rs 98 28 lakhs, the surplus to the State for the year 1905 amounts to Rs 362 13 lakhs. It is to be noted that even this understates the real surplus derived from the railways open to traffic, as the

interest charges include the interest on outlay on lines under construction, which, if these lines were being constructed by private enterprise, would be charged to the Capital account

The results for the two old Guaranteed railways, the Bombay, Baroda and Central India and the Madras railways, are shown in a separate column in this table, in order to bring out the unfavourable effect to the State of the higher rate of guaranteed interest (5 per cent) paid on nearly the whole Share Capital of these lines. On these two railways taken together there was a net loss to the State of over 25 lakhs of rupees, the loss on the Madras railway being nearly 32 lakhs, while there was a surplus of over 7 lakhs on the Bombay, Baroda and Central India railway

	1903			1904			1905		
	State railways	Guaranteed railways (Madras and Bombay Baroda and Central India)	Total	State railways	Guaranteed railways (Madras and Bombay Baroda and Central India)	Total	State railways	Guaranteed railways (Madras and Bombay Baroda and Central India)	Total
REVENUE	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs
Gross traffic receipts—State railways	20,89,57,720	...	20,89,57,720	21,01,00,000	...	21,01,00,000	21,49,00,000	...	21,49,00,000
Gross traffic earnings—Guaranteed railways	...	2,03,84,000	2,03,84,000	3,15,89,000	3,15,89,000	...	...	3,37,00,000	3,37,00,000
Requirement of advances of interest—Subsidized railways	6,74,951	...	6,74,951	7,72,760	...	7,72,760	6,41,757	...	6,41,757
TOTAL REVENUE	20,89,00,769	2,03,84,000	22,92,84,769	21,08,10,760	3,15,89,000	24,24,00,760	21,49,00,000	3,37,00,000	24,86,00,000
EXPENDITURE									
Working Expenses—State railways	14,07,14,417	...	14,07,14,417	15,40,00,000	...	15,40,00,000	16,02,00,000	...	16,02,00,000
Working expenses—Guaranteed railways	...	1,53,00,000	1,53,00,000	1,02,00,000	1,02,00,000	...	...	1,02,00,000	1,02,00,000
Share of surplus profits paid to Companies—Guaranteed railways	...	15,12,518	15,12,518	...	15,01,100	15,01,100	...	20,00,000	20,00,000
Share of surplus profits paid to Companies—State railways	40,00,000	...	40,00,000	2,01,851	...	2,01,851	2,00,000	...	2,00,000
Land and Superannuation charges—Guaranteed railways	...	1,700	1,700	...	1,700	1,700	...	5,50,000	5,50,000
Land and subsidy charges—	3,04,140	...	3,04,140	7,50,000	...	7,50,000	4,51,000	...	4,51,000
Miscellaneous railway expenditure—	10,07,000	...	10,07,000	6,00,000	...	6,00,000	2,40,000	...	2,40,000
Total expenditure	14,60,47,101	1,70,00,000	16,30,47,101	16,41,40,000	1,70,00,000	18,11,40,000	17,10,00,000	1,70,00,000	18,80,00,000
Net Revenue	16,28,53,668	1,33,84,000	17,62,37,668	16,66,70,760	1,45,89,000	18,12,59,760	17,39,00,000	1,67,00,000	19,06,00,000
ORDINARY INTEREST CHARGES									
Interest on Capital outlay—State Railways	4,02,00,000	...	4,02,00,000	5,17,00,000	...	5,17,00,000	5,40,00,000	...	5,40,00,000
Interest on debt for purchase of railways	1,77,70,074	...	1,77,70,074	1,77,70,074	...	1,77,70,074	1,71,40,000	...	1,71,40,000
Interest on advances of Capital to Companies	50,82,000	...	50,82,000	50,82,000	...	50,82,000	73,00,000	...	73,00,000
Interest on Capital raised by Companies	1,80,73,000	...	1,80,73,000	1,80,00,000	...	1,80,00,000	1,80,00,000	...	1,80,00,000
Portion of annuities in purchase of railways representing interest on Capital	3,50,00,000	...	3,50,00,000	3,50,00,000	...	3,50,00,000	3,50,00,000	...	3,50,00,000
Interest on Capital of Guaranteed Companies	...	1,50,00,000	1,50,00,000	...	1,00,00,000	1,00,00,000	...	1,00,00,000	1,00,00,000
Total Interest	12,60,22,074	1,50,00,000	14,10,22,074	13,05,10,000	1,00,00,000	14,05,10,000	13,30,00,000	1,00,00,000	14,30,00,000
Surplus of net Revenue over Interest	2,68,31,594	31,84,000	2,99,15,594	3,61,60,760	45,89,000	4,07,49,760	3,69,00,000	67,00,000	4,36,00,000
Portion of annuity payments representing redemption of Capital also charged against Revenue	93,00,000	...	93,00,000	90,00,000	...	90,00,000	90,00,000	...	90,00,000
Actual net gain+, or loss—	+1,65,08,587	-31,84,000	+1,33,24,587	+2,71,60,760	-21,89,000	+2,49,71,760	+2,69,00,000	-25,00,000	+2,44,00,000

12 As regards an account of the Capital liability in connection with railways owned by the State, there are some complications in stating the amount, owing to the fact that, in the case of some of the lines taken over, the purchase price is being paid by means of annuities. In these cases it seems correct to deduct from the original commuted Capital at which the lines were taken over, the amount redeemed by annuity payments up to date. On this basis the subjoined table shows the Capital liability at the end of 1905 on account of all railways classed as State railways, the State outlay, as recorded in rupees in the accounts being converted into sterling at the rate of Rs 15=£1. The total Capital amounts to £248 44 millions (the details by railways being shown in Appendix 9), and on this the net revenues of the State railways for 1905, £11 51 millions, give a return of 4 63 per cent. The total Capital of the two old Guaranteed railways amounts to £23 53 millions as detailed below, and on this the net earnings of these railways for 1905, £904 64 thousands, give a return of 3 84 per cent.

Capital liability on account of railways classed as State railways at end of 1905.

1 Share Capital of purchased railways being paid off by annuities —

	£	£
Commuted value of stock purchased ...	85,010,259	

Deduct—

Commuted Capital representing annuities which were purchased by creation of debt (liability included under item 3) ..	12,754,190
---	------------

New stock of the Great Indian Peninsula railway exchanged for portion of annuity (liability included under item 5)	1,750,000
---	-----------

Capital redeemed by annuity payments ..	5,210,912
---	-----------

19,715,132

Net outstanding	65,295,127
------------------------	------------

2 State outlay	94,590,666
-----------------------	------------

3 Debt incurred for purchase of railways ..	34,201,992
---	------------

4 Capital advanced by Government to Companies ..	13,887,814
--	------------

5 Capital raised by Companies on the Secretary of State's guarantee (including overdrafts of Capital) ...	40,460,328
---	------------

TOTAL CAPITAL LIABILITY ... 248,435,947

Capital liability on account of Guaranteed railways at end of 1905.

Capital raised on the Secretary of State's guarantee, including overdrafts —

	£	£
--	---	---

Madras railway ..	12,553,430
-------------------	------------

Bombay, Baroda and Central India railway ..	10,980,214
---	------------

23,533,644

Rates and fares.

13 In August 1905 the conditions and the minimum rates prescribed for the carriage of coal for the general public and for State or other railways were revised. Previously the minimum laid down was $\frac{1}{10}$ th of a pie per maund per mile, but it was considered that this restricted the trade in places distant from the coal-fields. The minimum to which railways may now reduce their rates has been fixed at $\frac{1}{10}$ th of a pie for distances up to 300 miles, *plus* $\frac{1}{10}$ th of a pie from 300 to 500 miles inclusive, and *plus* $\frac{1}{10}$ th of a pie for any distance in excess of 500 miles. The conditions are that the rates shall be calculated on the through distance between the station of origin and the station of destination of consignments, that, when there are two or more routes to destination from the colliery where the traffic originates, the railway or railways forming the longer route may calculate charges on the same mileage as

the railway or railways forming the shorter route, that coal for the use of foreign railways is charged at the same rates and under the same conditions as coal carried for the public, that the rates charged are divided between the railways over which the traffic is carried in proportion to the mileage of each, provided that, if the distance the coal is carried over any railway is less than 25 miles, the mileage of that railway in dividing the freight is reckoned as 25 miles, and that these rates shall be subject to revision at the end of three years from 1st September 1905.

Cheap "week-end" return tickets to and from the principal stations on the broad gauge section of the *Bombay, Baroda and Central India railway* were introduced as an experiment.

"Week-end" return tickets, at single fares for the double journey, were introduced by the *Eastern Bengal (State) railway*

The *East Indian railway* introduced the following reduced scale of charges for 3rd class passengers —

for the first 100 miles,	2½ pias per mile,
from 101 to 300 „	2 pias per mile,
for additional distances	
over 300 miles,	1½ pias per mile

The Company also increased to 6 pias per maund its terminal charge on both local and foreign traffic generally in class goods on all parts of its system, and on mineral and special class goods at certain stations, and introduced a special reduced through rate of Re 0 12-1 per maund for coal from all its colliery stations to all stations on the *Kalka-Simla railway*, to encourage the use of coal for domestic purposes at the hill stations served by the latter.

The higher charges for coaching and goods traffic over the *Ludhiana-Dhuri-Jakkhal railway* were reduced to the level of those in force over other sections of the *North Western (State) railway*, the administration of which also introduced locally the reduced rates for coal referred to in the first paragraph of this section, subject to the usual conditions regarding risk and handling, to encourage the supply of cheap fuel

On the *Oudh and Rohilkhand (State) railway* the 3rd class passenger fares were reduced, the rate of 2 pias per mile, which before applied to distances of above 100 miles, now applying to distances above 75 miles, and the rate of 1½ pias applying to distances above 150 miles instead of to distances of above 300 miles

With effect from 1st of June 1905 special rates, from *Mormugao Harbour* to the principal stations on the *Southern Mahratta railway*, were quoted for goods booked under combined through bills of lading from British and Continental ports in conjunction with a line of steamers running direct to the port of *Mormugao*.

Important measures and events.

14 *Measures for the comfort and convenience of 3rd class passengers* — A circular was issued on the 22nd of March 1905 to the several railway administrations, desiring, as stated in last year's report, their attention to the urgent necessity for providing (i) facilities for passengers to obtain their tickets a longer time before the departure of trains than they are at present able to do, (ii) facilities for examining tickets of 3rd class passengers, both at starting and roadside stations, as will enable the passengers to have proper access to the platform and take their seats in the train without the crush which too frequently occurs, and (iii) carriage accommodation for 3rd class passengers to prevent the over-crowding which is much too general.

The replies since received indicate that the administrations of the several railways appreciate the attitude of the Railway Board towards 3rd class passengers who are their best clients, providing as they do over 84 per cent of the total receipts from passenger traffic

In regard to the first point the majority of the most important railways have provided continuous booking at the principal stations and the opening of city offices for the issue of tickets, and at smaller stations the opening of ticket offices from periods varying from half an hour to two hours ahead of the train

The second matter to which attention was called involves some re-arrangement of the waiting halls and platform gates. The railway administrations generally recognise that greater facilities are desirable and are taking steps to remedy the crowding and inconvenience complained of.

Under the third head the obvious remedy is to increase the stock of third class carriages, which is being done on most lines. In one instance it was pointed out that the passengers are themselves to blame for over crowding. This is probably due to the natural wish of families making a journey to travel in the same carriage or compartment. It may be said generally that all three matters to which attention has been called by the Railway Board are receiving their earnest attention.

Another matter, which was not touched upon in the circular, was the most suitable style of third class carriage. The Railway Board have made enquiries of all the different railway administrations and find that there is some diversity of opinion, and they think that the carriage most suitable for the 3rd class passengers has yet to be designed. One of the points raised in the discussion was the provision of upper bunks or of luggage racks in 3rd class carriages. Some of the principal railways are of opinion that passengers distinctly appreciate and make use of the bunks provided. In the day time these bunks can be used as racks, and at night for lying down for a certain proportion of the occupants. Other railways consider that racks for luggage conduce more to the comfort of 3rd class passengers than do sleeping bunks. This latter opinion obtains more in the south than in the north of India, but all the railways are quite prepared to meet the wishes of the majority of their passengers as soon as they can, by experiment, ascertain what design is most appreciated.

Standard time — With effect from the 1st July 1905 a standard time, which in India is exactly $5\frac{1}{2}$ hours in advance of Greenwich and 9 minutes in advance of Madras time, and in Burma $6\frac{1}{2}$ hours ahead of Greenwich and 5 minutes 23 seconds earlier than Rangoon time, has been adopted on the railways in India and Burma, other than on small local lines where the change would be inconvenient.

Indian Railway Conference Association — A special meeting of the Indian Railway Conference Association was held in Simla from the 31st July to the 11th August 1905 to consider the revised general rules for working open lines of railway in India, and other matters.

Risk Notes — Revised forms of Risk Notes B and H, under which a greater measure of responsibility will devolve upon railway administrations in the case of consignments carried by them at "special reduced" or "owner's risk" rate, have been considered, and have been referred to the administrations of the several Indian railways for their acceptance.

Construction of sidings into private premises — A revised form of agreement for the extension of railway sidings into private premises was issued in July 1905 for adoption on State railways and as a general guide to other railways in preparing similar agreements. Under the revised terms the charge of 6 per cent per annum—previously made by railways to cover interest, maintenance and depreciation on the cost of all permanent-way materials, etc, provided, laid and maintained by the railway administration, and of all works done in connection with such sidings at the expense of the railway—has been relinquished.

Use of local manufactures for railway purposes — The Bengal Iron and Steel Company, Limited, have entered into a contract with the Secretary of State for India for the manufacture of steel rails and rolled sections at their Barakar Works, under the terms of which the latter is required to pay to the company an annual subsidy not exceeding £1,500, subject to a reduction of Rs 3 for every ton of steel rails or bars purchased by, or on behalf of, Government. The Managers and Engineers-in-Chief of State railways have accordingly been requested to utilize steel of local manufacture so far as it is suitable for the works in their charge.

The Railway Board, after duly considering the representations received from various firms of manufacturing engineers in India asking that they might be given an opportunity of tendering for the construction of wagon frames and bodies in this country, have decided that, for a period of three years, tenders should be called for publicly in India for the supply of frames and bodies of twenty-five per cent of the goods stock sanctioned for State railways, the requisite wheels, axles, springs and draw-bars to complete the wagons being indented for from England and supplied by the railway administration to the firm whose tender is accepted.

Supply of Australian wooden sleepers — Mr J. Adam, Executive Engineer, Railway Department, was deputed by the Government of India in 1904 to investigate the question of the supply of wooden sleepers from Australia, and has submitted a preliminary report on the production of wood for sleeper purposes in the Eastern States. A more complete report is expected embracing information relating to the Western States.

Improved lighting of trains—This has continued to receive the attention of the Railway Board, and railway administrations have been kept informed of experiments made in electric lighting under two different systems. The application of incandescent mantles to Pintsch's gas burner is being experimented with.

St John's Ambulance Institution—To stimulate the interest of the staff of the *East Indian railway* generally in St John's Ambulance Institution, established for the purpose of imparting instruction in the art of giving first aid to persons injured in railway accidents, the Company decided to give a reward to all those who pass the examination.

On the *Oudh and Rohilkhand railway* fair progress has been made with ambulance work, and arrangements have been made to equip brake vans of all passenger trains with implements, and to supply books and appliances to such of the staff as have qualified, for affording first aid to the injured.

A class for general instruction of employes of the *Rajputana-Malwa railway* in affording first aid to injured persons was opened at Ajmer in January 1905.

On the *South Indian railway* an ambulance class in first aid to the injured is being held at Madura.

Purchases of railways by the State—The Bengal Central Railway was purchased by the State and merged in the Eastern Bengal (State) railway system with effect from the afternoon of the 30th June 1905.

Notice was given to the Bombay, Baroda and Central India Railway Company of the termination, with effect from the 1st January 1906, of the Company's contracts with the Secretary of State for India. The railway, after purchase by the State, was made over to a re-constituted Company to work.

The Noakhali (Bengal) Railway Company suggested the transfer of their line to the Assam-Bengal railway. The purchase of the line by the State as from 1st January 1906 was accordingly agreed to and arrangements made to incorporate it with the Assam-Bengal railway.

Principal contracts entered into during the year—An agreement for the working by the Southern Mahratta Railway Company of the Bellary-Rayadrug and Hospet-Kottur famine feeder lines.

A memorandum of terms for the working by the Bengal-Nagpur Railway Company of the Mourbhaj Light railway for the period 1st January 1905 to 31st December 1905, and thereafter from year to year until the agreement is terminated by notice.

On the 4th October 1905 an indenture was executed with the Southern Punjab Railway Company for the construction of the MacLeod Ganj-Ferozepore-Ludhiana extension.

On the 4th December 1905 an indenture was executed with the Baisi Light Railway Company, making certain modifications in the Company's contract of 20th August 1902 for the construction and working of the Pandharpur and Tadwalla extensions, and providing for the issue of Debenture Stock.

On the 14th December 1905 an indenture was executed with the Bengal and North-Western Railway Company, Limited, continuing, with modifications, the contract dated 18th July 1890 relating to the Tinbhot (State) railway, and also modifying the contract of 12th December 1882 relating to the Company's railway.

On the 27th December 1905 an indenture was executed with the Bombay, Baroda and Central India Railway Company for the issue of India Stock on purchase of the Company's undertaking, and for provisional working of the Company's system as from 31st December 1905.

In connection with the running by Messrs Frank O Strick & Co of London, of a new line of steamers to the Port of Mormugao, an agreement was executed between that Company and the Southern Mahratta Railway Company for the through booking of traffic between the British and Continental ports and stations on the Southern Mahratta railway.

The *Bengal-Nagpur railway* took over the working of the Mourbhaj Light railway on and from the 1st January 1905.

In November 1905 the administrative offices of the *Bombay, Baroda and Central India railway* at Bombay were seriously damaged by fire. Their restoration is well in progress.

On the *Eastern Bengal State railway* a wagon ferry service was established on the Ganges between Damukdia Ghat and Sara Ghat in February 1905 for crossing heavy machinery and coal. With effect from the 15th May 1905 through booking of goods traffic, *viâ* Dhubri Ghat, was established between stations on the Northern and Behar sections of the line and *viâ* the steamer stations of the Assam Service south of Dhubri Ghat, and stations on the Dacca section *viâ* Jagannathganj.

On the 6th February 1905 the Government of India sanctioned the purchase of the Chabra section of the Bina Goona Baran railway by the Gwalior Durbar from the Fonk Durbar, on the condition that the Gwalior Durbar agreed to abide by the terms under which that section of the line was then worked by the *Great Indian Peninsula railway*.

The administrations of the *Bhavnagar-Gondal Junagad-Portbandar and Morvi railways* introduced a through service between Wadhwan Junction and Jamnagar, consequent on the establishment, on the 4th March 1905, of through direct connection between Wadhwan Junction and Rajkot Junction by the conversion of that portion of the Morvi railway from the 2' 6" to the metric gauge.

Through booking of goods and passenger traffic between the *Tarakeshwar Magra Light railway* and the Calcutta Steam Navigation Company's steamer service, *viâ* Tribeni, was introduced from January 1905.

Important works completed

15. On the *Bengal Nagpur railway*, the work of doubling the line through from Howrah to Khaigpui, and the renewal of the girders (7 spans of 170 feet) of the Kanhan bridge near Kamptee.

By the *Bombay, Baroda and Central India railway*, a new locomotive station, for joint use with the Tapti Valley railway, at Kankia Khari, and the interlocking of points and signals thereat, a new station at Vile Parle, between Santa Cruz and Andheri, the renewal and duplication of minor girders between Ahmedabad and Viramgam, and the interlocking of 49 third class stations on the Rajputana-Malwa railway.

On the *Eastern Bengal (State) railway*, the bridges across the Churni (3 spans of 120 feet skew), near Ranaghat, and the Jellinghee (3 spans of 120 feet and 1 span of 250 feet with 35 feet headway), at Krishnagar, on the Murshidabad branch, and heavy renewals of girders on the Northern section to admit of the running of a heavier class of engines.

On the *East Indian railway*, the riverside warehouse at Howrah, the remodelling and reconstruction of Delhi station, and a branch line to serve the Moodidih, Angapathua and Guzhtor collieries.

By the *Great Indian Peninsula railway*, the Agra Road station, and the line therefrom to the point of junction with the Agra-Delhi Chord railway which now forms a part of the main line from Agra to Delhi, the quadrupling of the line between Byeulla Junction and Curry Road, the doubling of the line between Khandwa and Itarsi, and the interlocking of points and signals at four intermediate stations.

By the *North Western (State) railway* the doubling of the line between Lahore and Amritsar, the remodelling and interlocking of Bhatinda station yard, and the construction of one wing of the Central Offices at Lahore.

The *Oudh and Rohilkhand (State) railway* permanent bridge (15 spans of 200 feet) over the Ganges river at Allahabad.

By the *Bengal and North-Western railway* a new bridge of 3 spans of 80 feet over the Bolan river, to replace the pin girder bridge of 3 spans of 60 feet, and the construction of the bridges and raising of the main bank of the Sagauli-Raxaul branch.

On the *Bengal-Dooars railway*, the Hathinulla girder bridge of 3 spans of 150 feet, the Khanabarti deviation, rendered necessary by irrigation works, including

a bridge of 3 spans of 40 feet girders, and special protection works at the larger bridges

On the *Burma railways*, the relaying of 28 miles of 41½-lb steel track on the main line with 50 lb steel rails, the interlocking of the points and signals at Mandalay and Mvohaung, a new overbridge, with a clear span of 150 feet and a roadway 60 feet wide, at Shwehle Pagoda Road, and the doubling of the line between Pazundaung and Thingangyin and between Insein and Hlawga

The *Morvi railway* converted the Wadhwan Rajkot section from the 2' 6" to the metric gauge

The *Rohilkund and Kumaon railway* relaid with 50 lb section rails 30 miles of its own and 21 miles of the State line, which before were laid with 41½ lb rails

Two new permanent stations on the *Bulharipore-Bihar Light railway*

On the *Kalka Simla railway* the permanent-way and curves, gradients and bridges were improved

(1) A "Joint Water Supply" scheme, proposed in 1902, for supplying water in reliable and adequate quantities to the East Indian and Kalka-Simla railways and the Municipality at Kalka

The *Darjeeling-Himalayan railway* extended the station building, and provided a new platform, loop siding, new engine shed and additional goods shed at Ghum.

Accidents

16 The following is a statement of accidents of all descriptions to persons, which have occurred during the last five years —

YEAR	Passengers						Servants						Other persons												Total all classes	
	From accidents to trains, rolling stock, permanent way, etc		By accidents from other causes, including accidents from their own want of caution or mis conduct		Total		From accidents to trains, rolling stock, permanent way, etc		By accidents from other causes, including accidents from their own want of caution or mis conduct		Total		From accidents to trains, rolling stock, permanent way, etc		Whilst passing over railways at level crossings		Trespassers		Suicides		Miscellaneous, not included in preceding columns		Total			
Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	
1901	3	47	91	251	94	293	11	83	261	375	275	458	13	14	28	3	512	170	129	9	33	16	745	214	1,114	970
1902	127	181	93	259	225	473	37	95	263	364	306	470	13	13	16	3	512	162	108	5	21	26	703	219	1,531	1,141
1903	50	116	93	331	143	447	15	95	275	390	290	485	12	7	16	3	510	172	138	5	35	22	711	209	1,144	1,141
1904	11	83	105	321	116	404	23	103	250	364	273	467	6	15	23	1	577	186	120	2	41	14	767	218	1,156	1,089
1905	3	140	115	356	118	496	15	115	308	462	323	577	5	15	25	4	651	173	131	5	39	23	864	20	1,305	1,223

There was an increase of 119 and 204 in the total number of persons killed and injured from all descriptions of accidents during 1905, as compared with the previous year

The total number of persons of all classes killed by causes beyond their control was 23 against 40, and the number injured 270 against 201. Out of a total of 218.16 millions against 227.10 millions of passengers travelling, and of 9,900.48 millions of miles against 9,006.85 millions of miles travelled, 3 passengers were killed and 140 injured against 11 killed and 83 injured. This gives an average of one fatal casualty in 82.72 millions against one in 20.65 millions of persons travelling, and an average of one in 3,300.16 millions against one in 818.80 millions of miles travelled in 1905 and 1904 respectively.

17 The following are particulars of the more serious train accidents —

Nos 124 down goods and 64 down van goods trains collided at Khana junction, *East Indian railway*, on the 7th February 1905, due to the driver of the former train running against signals. One person was killed and seven injured. The rolling-stock was considerably damaged.

No 4 down mixed train was derailed at mile 90-22, between Lalmai and Comilla stations, *Assam-Bengal railway*, on the 23rd February 1905, due to the removal of fish plates and bolts and the slewing of the line by some person or persons unknown. Four railway servants were seriously injured, one of whom subsequently died. The rolling-stock was considerably damaged.

Nos 7 up mixed and 84 down goods trains collided at Amethi station, *Oudh and Rohilkhand (State) railway*, on the 1st June 1905, due to the engine of the latter train fouling the crossing. Eight passengers and twelve railway servants were injured. The rolling-stock was damaged.

No 6 down passenger train collided with a pilot engine at Partabgarh station, *Oudh and Rohilkhand (State) railway*, on the 2nd June 1905, owing to points having been incorrectly set. Five passengers and one railway servant were injured.

Nos. 9 up passenger and 10 down mixed trains collided at Kot Sultan station, *North Western (State) railway*, on the 17th July 1905, due to points not having been correctly set. Seventeen passengers were injured. The rolling-stock and permanent-way were damaged.

Nos 101 up and 64 down goods trains collided at Taljhari station, *East Indian railway*, on the 17th November 1905, due to the disregard of signals by the driver of the former train. One railway servant was killed and five injured. The rolling-stock was considerably damaged.

No 4 down Punjab Bombay mail and M M up troop special trains collided near Lahore station, *North Western (State) railway*, on the 1st December 1905, due to points having been wrongly set. Seventeen passengers were injured. The rolling-stock was considerably damaged.

No. 4 down mixed train was derailed near Mantala station, *Assam-Bengal railway*, on the 27th December 1905, due to the bad state of the road. Three passengers were injured, two of whom subsequently died. The rolling stock was damaged.

Damages by floods and rainfall.

18 The line between Naupada and Vizianagram on the East Coast Section of the *Bengal Nagpur railway* was seriously damaged by a cyclonic storm of exceptional violence in September.

The *Bombay, Baroda and Central India railway system* suffered considerably from heavy rain in July. Several breaches occurred both on the main line and branches, and there was serious damage to the permanent-way and bridges.

On the *Eastern Bengal (State) railway* floods in August washed away a pier of a bridge on the Kaunia-Dhubri extension and damaged the wing-walls of a bridge on the Brahmaputra Sultanpur branch. The Brahmaputra river rose in flood in September and washed out the line in places at Goalundo Ghat.

On the *East Indian railway* heavy rainfall in September caused the Karmanasa river to overflow and flood a portion of the main line between Dildarnagar and Galimai. This rainfall also caused serious breaches in several places and considerable damage to many bridges on the Moghal Sarai Gya section, and to a bridge on the Barru-Daltonganj branch. Floods caused by heavy rain in July washed away a portion of the Tarkessur branch.

Portions of the *Great Indian Peninsula railway* suffered from floods caused by heavy rain in July. On the Nagpur branch, between miles 382 and 390, the embankment was badly breached in several places in the vicinity of bridges, the permanent-way at one place and the wing-wall of an abutment being washed away. On the North-East line, between Dongaigaon and Bagmar, heavy rain washed away a portion of the embankment, the rush of water carrying the track out to the fencing.

Heavy slips of boulders occurred on the *Nilgiri railway*, causing interruption to through traffic during the latter part of November

The only serious flood damages during the year on the *North Western (State) railway* were caused in September by an exceptional flood in the Chenab river, which effected several small breaches in the bank between Mooltan and Shershah and interrupted traffic for 96 hours

Excessive rainfall during June, July, October and November breached the *Assam-Bengal railway*, and caused considerable detention to traffic, in several places

On the *Bengal and North-Western railway* the Oran bridge, on the Katarnian Ghat branch, was partly washed away by a spill from the Girwa river in July, involving a temporary diversion till September. Floods in September partially damaged several bridges between Nirmali and Rahana, interrupting the traffic for about three weeks

On the *Bhavnagar-Gondal-Junagadh-Porbandar railway* floods due to heavy rain in July caused washouts at several places between Lambdi and Wadhwan City, and on the Dhrangadia railway. Breaches occurred at places on either side of Hadmatia and Pad-dhari stations on the Jamnagar railway

Heavy floods caused considerable damage on the *Burma railways*. The south abutment of a bridge and the approaches of several others were washed away. The line was badly breached in several other places, especially on the Alon branch

The *Jodhpur-Bikaner railway* was breached by floods in September at miles 316 to 318 and at miles 320 to 323 on the Meria Road-Bhatinda section

Heavy rain in July breached the *Morvi railway* in several places, on the metric gauge between Wadhwan and Than and on the 2' 6" gauge between Vankanei and Morvi.

On the *Southern Mahratta railway* the Hospet-Kottur branch line, at places between miles 36 and 40, was washed away by heavy rain in October. On the 15th October, between Makhdrug and Doddillapur stations, the engine attached to the Down Mail train was derailed by several tons of rock slipping from the side of the cutting and striking the engine while the train was passing. No one was injured

Owing to the bursting of some "bunds" on the Sone and Mahan rivers in September, the whole of the country between Chero and Haimut stations on the *Bukhtiarpore-Bihar Light railway* was flooded. A culvert was washed away and the line for a space of about 30 feet was left suspended

Heavy rainfall and floods in July breached the *Tarakeshwar-Maqia Light railway* in several places. Traffic between Tarkessur and Bhasiara was stopped for about three weeks.

At the end of July there were heavy floods and washouts on the portion of the *Howrah Amta Light railway* between Baigachia Junction and Amta, also on the whole length of the Autpur section

The *Howrah-Sheakhala Light railway* was breached between Meshat and Sheakhala at the end of July

A breach was caused by floods in August on the Gosagaon-Patiagaon section of the *Jorhat (State) railway*. Through communication between the river terminus and Jorhat stations was not restored till December

Railway staff

19 The total number in railway employ at the close of the year was 452,058, of which 6,535 were Europeans, 9,175 Eurasians and 436,348 Natives. Of the Europeans and Eurasians 12,989 were enrolled as volunteers

20 The Police force employed for the maintenance of law and order on railways and for the protection of railway property is provided by the Civil Department, the State bearing, except in the case of State lines worked by the State and the old Guaranteed railways, three-tenths and the railways paying seven-tenths of the expense incurred.

21 Every monthly paid employé, who is neither pensionable nor a menial servant, is obliged to be a member of the Provident Fund and is required to

subscribe monthly amounts varying on different railways but not exceeding one-twelfth of his salary. At the close of the half-year the railway distributes, as bonus among the depositors, a first contribution equal to one half of their subscriptions, and a second contribution not exceeding one-half of such subscriptions or one per cent of net earnings.

22. The Fine Fund is used in the relief of families left in destitute circumstances, and to assist in keeping up schools, recreation clubs and similar institutions.

23. On the larger railways schools are provided and maintained at all centres where the number of children is sufficient to justify the employment of the teaching staff. The fees charged are graduated so as not to press too heavily on the poorer employes. Government, in the Educational Department, allow certain grants towards the maintenance of the schools, and any deficit is made good from the revenues of the railway or from the Fine Fund. Where the number of employes is not large enough to justify the provision of a railway school and there already exists a public or private school in the town, the schooling fees are borne wholly or in part by the railway.

The assistance thus given to employes is much appreciated, and a proper standard of education is ensured by the examination which is conducted yearly by the Government Inspectors of Schools before the grant can be drawn.

The number attending railway schools amounted, at the close of 1905, to 6,907 children and 6,106 apprentices and workmen.

Railway surveys

24. The following surveys were completed during 1905 —

The re-survey of the Gondia-Chanda railway, with a branch from Brahamपुरi to Nagpur, 212 miles, on the 2' 6" gauge, and the survey of a line from Purulia to Ranchi, 72 miles, also on the 2' 6" gauge, by the *Bengal-Nagpur railway*.

Lines from (1) Nar to Wasu, 13 miles, on the 5' 6" gauge, (2) Vijapur to Wadnagar, 17 miles, on the 3' 3 $\frac{3}{8}$ " gauge, (3) Hansi to Jakhal, 51 miles, also on the 3' 3 $\frac{3}{8}$ " gauge, and (4) Nar to Piej, 17 miles, on the 2' 6" gauge, all by the *Bombay, Baroda and Central India railway*.

An extension of the Murshidabad branch of the *Eastern Bengal (State) railway* from Lalgola to Gheria, 13 miles, on the 5' 6" gauge, and from Krishnagar station on the same branch to Jellinghee, 56 miles, on the 2' 6" gauge.

By the *Great Indian Peninsula railway* from Bellarpur to Warangal, eastern route, 183 miles, Kazipet branch, 8 miles, and a portion of the western route from Muravaya to Chintalechem, 22 miles, on the 5' 6" gauge, and reconnaissance surveys of lines from (1) Dewalwari to Bamena, (2) Riponpelli to Gawalkoonda, (3) Sironcha to Gamalkonda, (4) Madarum to Chitur, and (5) Suoncha to Parkal, aggregating 175 miles.

The extension of the *Nilgiri railway* from Coonoor to Ootacamund, 12 miles (now under construction), on the 3' 3 $\frac{3}{8}$ " gauge, by the *State*.

Reconnaissance surveys by the *Nizam's Guaranteed State railway* of lines from (1) Purbhani to Latur, 71 miles, Hyderabad to Guntakal, 190 miles, and Wadi to Nanded, 210 miles, all on the 3' 3 $\frac{3}{8}$ " gauge.

By the *North Western (State) railway* lines from (1) Thal to Parachinar, 59 miles, (2) Chuharkana to Shorkot Road, 131 miles, (3) Lodhian to Khanewal, 57 miles, and (4) Patiala to Jakhal, 50 miles, all on the 5' 6" gauge.

A line from Balamau to Sitapur, 37 miles, on the 5' 6" gauge, by the *Oudh and Rohilkhand (State) railway*.

Lines from Pertabganj station, on the Tirhoot (State) railway, to Birpore on the bank of the Kosi river, 15 miles, and from Dhang, on the same line, to Bairagnia, together with a site for a permanent bridge over the Bagmati river, 3 miles, on the 3' 3 $\frac{3}{8}$ " gauge, by the *Bengal and North-Western railway*.

A reconnaissance for a railway from Bhamo to Tengyueh, 124 miles, on the 2' 6" gauge, by the *Burma railways*.

The *Jodhpur-Bikaner railway* made a reconnaissance survey for a light line from Mirpur Khas to Jhudo, 47 miles.

By the *Rohilkund and Kumaon railway*, for the extension, to Ramnagar Ghat, of the Dudhwa branch of the Lucknow-Bareilly railway, 21 miles, on the 3' 3 $\frac{3}{4}$ " gauge

By the *South Indian railway* for doubling the line from Madras Bench to Pallavaram, 15 miles, from Kumbakonam to Mannargudi, 23 miles, from Cuddalore to Vriddachalam, 34 miles, all on the 3' 3 $\frac{3}{4}$ " gauge

An extension of the *Baraset-Basirhat Light railway* from Basirhat to Hussanabad, 8 miles, on the 2' 6" gauge

Survey of the *Shahdara (Delhi)-Saharanpur Light railway* with a branch to Meerut, 125 miles, on the 2' 6" gauge

An extension of the *Howrah-Amla railway* from Autpur to Champadanga, 8 miles, on the 2' 0" gauge

25 The following surveys are in progress —

By the *Bengal-Nagpur railway* lines from (1) Kamptee to Ramtek, 20 miles, on the 5' 6" gauge, (2) Tamsar Road to Kitangi, 50 miles, (3) from a point on the Mandla branch of the Satpura railway to Bilaspur, 170 miles, and (4) from a point between Guimasani Hill to Simi, 52 miles, all on the 2' 6" gauge, and a reconnaissance survey from Gurmasani Hill to a point between Narasinghai and Chakulia, 55 miles, on the 2' 6" gauge

By the *Eastern Bengal (State) railway*, (1) the location of a line, on the 3' 3 $\frac{3}{4}$ " gauge, from Forbesganj station, on the Dehiganj branch of the Behai section, to the Nepal frontier, 6 miles, to serve Nepulganj, a rapidly rising trading centre situated three miles beyond the frontier, (2) from Rangir station, on the Gauhati extension, to Tezpete in Assam, 78 miles, on the 3' 3 $\frac{3}{4}$ " gauge, and (3) from Netrokona to Lengar Bazar in Assam, 40 miles, on the 3' 3 $\frac{3}{4}$ " gauge

By the *Madras railway* from Dharmapuri, *via* Palakodu, to Krishnagiri, and from Palakodu to Bangalore, 92 miles, on the 2' 6" gauge

A reconnaissance survey by the *Nizam's Guaranteed State railway* for a line from Wadi to Kopbel

By the *North Western (State) railway* from Jhang, *via* Chinnot, to Singla, 70 miles, on the 5' 6" gauge

By the *Oudh and Rohilkhand (State) railway* from Rosa to Sitapur, 52 miles, on the 5' 6" gauge

By the *Bengal and North-Western railway* from Benares to Allahabad with a branch to Mirzapur, 75 miles, on the 3' 3 $\frac{3}{4}$ " gauge

A detailed survey for a railway on the 2' 6" gauge from Bhamo, on the *Burma railways*, to Lengyueh, 121 miles

By the *Assam Railways and Trading Company (Dibru Sadhya railway)*, an extension from Talap station to Sukhwa Ghat, 9 miles, on the 3' 3 $\frac{3}{4}$ " gauge

By the *Jolhpur Bikaner railway* from Borawar to Hissar, 180 miles, on the 3' 3 $\frac{3}{4}$ " gauge

The re-survey, by the *Rohilkund and Kumaon railway*, of the Pilibhut-Barmdeo branch, 38 miles, on the 3' 3 $\frac{3}{4}$ " gauge

By the *South Indian railway* from Pulicat, *via* Kollengode, to Pollachi, 38 miles, on the 5' 6" gauge, and from Thuturapurdi to Velamangalam, 20 miles, on the 3' 3 $\frac{3}{4}$ " gauge

From Gadag, on the main line to Yalvigi, on the Hanthi branch, about 38 miles, on the 3' 3 $\frac{3}{4}$ " gauge, by the *Southern Mahatta railway*

Brief notes on projects for new lines.

26 The District Board of Kurnool submitted proposals for the construction, on the 3' 3 $\frac{3}{4}$ " gauge, of the Kurnool Road (Dhone), Kurnool railway (Madras), 32 miles, with the help of a special cess levied under the provisions of amended section 57 (n) of the Madras Local Boards Act, 1884 (V of 1881), supplemented by a loan from the Government of Madras under the Local Authorities Loan Act, 1879 (XI of 1879). The proposals are awaiting a decision on the question of the alignment of

the proposed through metric gauge connection between the railways in northern and southern India

Revised proposals for the construction of the Rawalpindi-Muree railway (Punjab), 40 miles, on the 3' 3 $\frac{3}{8}$ " gauge, are under consideration

The construction of a 5' 6' line from Sarai Kalā to Abbottabad, about 50 miles, and thence on the 3' 3 $\frac{3}{8}$ " gauge, *via* Domeli and Baramula, to Srinagar, about 160 miles (North-West Frontier Province and Kashmir), the latter section to be worked by electricity, is under the joint consideration of the Government of India and the Kashmir Darbar

The terms of concession for the construction of the following extensions of the Dacca (State) railway, *viz* —

	Gauge	Miles
(1) Myringsingh, <i>via</i> Nitrokonā, to Bara Ari, with a branch to Gaunipur (Eastern Bengal and Assam)	3' 3 $\frac{3}{8}$ "	36 $\frac{1}{2}$
(2) Singhjam, <i>via</i> Sherpur, to Nalitabari (Eastern Bengal and Assam)	2' 6"	25

are under consideration

Proposals for constructing a steam tramway on the 2' 0" gauge from Cawnpore to the left bank of the Jumna, opposite Hamupur (United Provinces), 35 $\frac{1}{2}$ miles, which were stated in the last report to be under consideration, have fallen through, as the promoters do not desire to proceed with the scheme on the terms offered

The following proposals, also mentioned in the report for 1904, are still under consideration —

(i) for extending the Ahmedabad-Dholka railway from Dholka to Dhandhuka (Bombay), 40 miles,

(ii) for constructing a steam tramway from Dhandhuka to Ranpur (Bombay), 15 miles,

together with an alternative proposal, put forward by the Bhavnagar Gondal-Junagad-Porbandar railway administration, for extending their 3' 3 $\frac{3}{8}$ " gauge railway from Ranpur to Dhandhuka and thence to Dholka

Negotiations for the construction of the following lines have not advanced since 1904 —

(a) a tramway or light railway on the 2' 0" or 2' 6" gauge from Kamptee to Deolapar, with a branch from Munsai to Ramteck (Central Provinces), 34 $\frac{1}{2}$ miles,

(5) a light railway on the 2' 6" gauge from Serajganj to Ullapara (Eastern Bengal and Assam), 18 miles

The following proposals for railways to be constructed were received during 1905 —

(i) a light railway from Samastipur to Rowsara (Bengal), 17 $\frac{1}{2}$ miles, to be financed by the District Board of Darbhanga,

(ii) a light railway from Rowsara to Khagaria (Bengal), 44 miles, to be financed by the District Board of Monghyr,

(iii) an extension on the 3' 3 $\frac{3}{8}$ " gauge of the Ahmedabad-Parantij railway from Idar Road to Biamhakhed (Bombay), 32 miles,

(iv) a steam tramway from Boijan to Suntak (Eastern Bengal and Assam), about 8 miles, of which about 6 miles to be on the 3' 3 $\frac{3}{8}$ " gauge and the remainder on the 2' 0" gauge

As regards (i) and (ii) the District Boards have signified their intention of withdrawing their proposals in favour of the lines proposed by the Bengal and North-Western railway from (a) Darbhanga to Khagaria and (b) from Samastipur, *via* Rowsara, to some suitable point on (a), provided the lines are undertaken within a reasonable time. Projects (iii) and (iv) are under consideration

The following proposals for railways in Aden were under consideration on the 31st December 1905 —

(i) construction of a 2' 6' gauge line from Aden to Nobat Dakim, *via* Lahej, 40 miles,

(ii) construction of a railway from Aden to Sheikh Othman and D'halā

A meeting of the Railway Board was held at Hyderabad in July 1905 to record the views of railway administrations interested in the proposed through metre gauge connection between the railways in northern and southern India. After a careful consideration of these views the Railway Board formulated definite proposals for carrying the scheme into effect. These are under the consideration of the Government of India.

The promoters, Messrs Wilson & Co., of the Madura District Light (Vaigai Valley) railway, have since renounced the concession granted to them for the construction of this line, in consequence of their inability to form a company and to raise the necessary capital.

In connection with a proposal of Messrs. Tata and Sons of Bombay for building Iron and Steel works near Sini, sanction was accorded to the survey, by the Bengal-Nagpur railway, of a line on the 2' 6" gauge between Guimasani Hill in the Mouibhanj State and the Bengal-Nagpur railway near Sini, 52 miles, also to a reconnaissance for a line, about 35 miles in length, from the hill to a point on the main line between Nursinghar and Chakulia. Messrs Tata and Sons have since represented that the line should be on the 5' 6", instead of on the 2' 6", gauge. The question is under the consideration of the Government of India.

The construction of the Tinnevely-Tiruchendur railway branch is in abeyance, pending the settlement, between the South Indian Railway Company and the Tinnevely District Board, of terms for its construction and working.

A scheme for working both the Nilgiri railway and the Coonoor Ootacamund extension thereof by electricity has been investigated. The estimate is under consideration.

A scheme for a canal and harbour at Rameswaram having been put forward for consideration, the British Admiralty intimated that, from an Imperial standpoint, a harbour at Rameswaram would be of no strategic value. Its commercial value and the probable cost of the necessary marine works are under investigation by the Marine Department and the Government of Madras.

APPENDIX 1

List of open lines of Railway at the close of the Calendar year 1905 alphabetically arranged, with their lengths, the administrations by which worked, gauge and classification

No. of lines		Name of Railway	Letters used to denote names of railways	Railway administration by which worked,	Date of first opening of any portion for traffic	Gauge	LENGTH OF RAILWAY, IN MILES OPEN ON 31st DECEMBER 1905, UNDER SEVERAL HEADS OF CLASSIFICATION										REMARKS
Main head	Sub head						State lines worked by agency of		Guaranteed railway	Assisted railway	Unassisted railway	Lines owned by Native States and worked by agency of			Lines in foreign territory		
							State railway	Company				Native State itself	Company	State railway			
A																	
5	(B)	Agra Delhi Chord	A D C	Great Indian Peninsula Ry Co	1-11-01	5' 6"	"	119.75	"							Rebate lines	
2	(G)	Ahmedabad Dholka	A D	Bombay Baroda and Central India Ry Co	23-2-03	3' 3 1/2"	"			33.50							
2	(A)	Ahmedabad Parantij	A P		1-5-07	3' 3 1/2"				54.70							
31	(a)	Assam Bengal	A B	Assam Bengal Ry Co	1-7-03	3' 3 1/2"		710.39									
B																	
24	(a)	Baraset Basirhat Light	B B L	Baraset Basirhat Light Ry Co	1-2-00	2' 6"				26.00						Subsidized by District Board	
25	(a)	Baral Light	B I	Baral Light Ry Co	1-3-07	2' 6"		"		2.03						Government land provided free	
22	(B)	Bellary Mysore	B M	Southern Maharashtra Ry Co	1-7-00	3' 3 1/2"	"	33.35									
12	(a)	Benarasi North Western	B A W	Benarasi North Western Ry Co	2-1-94	2' 3 1/2"				901.32						Government land provided free	
13	(a)	Bengal Doars	B D	Bengal Doars Ry Co	15-1-03	3' 3 1/2"	"			30.49						Subsidized by District Board	
13	(B)	Bengal Doars Extension	B D		20-4-03	3' 3 1/2"				116.50						Government land provided free	
1	(a)	Bengal Nagpur	B N	Bengal Nagpur Ry Co	1-0-00	5' 6"		1,600.70									
8	(B)	Barwala Extension	B L	Nizam's Guaranteed State Ry Co	10-1-09	5' 6"		20.09									
14	(a)	Bhavnagar-Gondal Junction Portland Ry	B G J	Bhavnagar Gondal Junction Portland Ry	20-12-00	3' 3 1/2"					334.10	"				Includes 5.23 miles of dock estate and quarry lines	
5	(a)	Bhopal (Bhopal Light)	B I	Great Indian Peninsula Ry Co	1-5-02	5' 6"		13.11								Includes 5.23 miles of dock estate and quarry lines	
5	(a)	Bhopal (Bhopal Light)	B I		15-11-04	5' 6"						41.29					
5	(d)	Bhopal Ujjain	B U		11-11-00	5' 6"	"					115.27					
15	(B)	Bikaner	B I B	Jodhpur Bikaner Ry	9-12-01	3' 3 1/2"					210.30						
5	(a)	Bikaner-Godra Baran	B G B	Great Indian Peninsula Ry Co	22-0-00	5' 6"	"					141.03					
22	(a)	Birar Chitwan	B S G	Southern Maharashtra Ry Co	1-12-09	3' 3 1/2"						37.02					
2	(a)	Bombay Baroda and Central India	B B C I	Bombay Baroda and Central India Ry Co	10-1-00	5' 6"		"	504.35							Guaranteed under old contract. Includes 39.23 miles of 3 1/2" gauge line between Viramgam and Wadhwan	
25	(a)	Bokhtiarpur Deh Light	B D	Bokhtiarpur Deh Light Ry Co	1-7-03	2' 6"				15.00						Subsidized by District Board	
10	(a)	Burma	B	Burma Railways Co	2-5-77	3' 3 1/2"		1,310.10									
C																	
10	(a)	Cawnpore Barhwal (metre gauge line)	C B A	Gudh and Rohil Khand State Ry	24-11-95	3' 3 1/2"	70.03	"								Excludes 3.40 miles of the Lucknow Barhwal railway between Aushbagh and Daliganj, worked over, but includes 16.79 miles of mixed (5' 6" and 3' 3 1/2") gauge line between Barhwal and Bara Banki and 0.59 mile on the Cawnpore Bridge of the Oudh and Rohil Khand State Railway	
3	(J)	Cooch Behar	C B	Eastern Bengal State Ry	15-0-03	2' 6"							33.00				
27	(a)	Cutch	C	Cutch Ry	18-5-00	2' 6"		"			11.50	"				Includes 0.10 mile of dock estate line	
D																	
0	(a)	Dandot Light	D I	North Western State Ry	8-7-89	2' 6"	6.18									Subsidized by the Local Government	
20	(a)	Darjeeling Himalayan	D H	Darjeeling Himalayan Ry Co	23-8-80	2' 6"				51.00						Subsidized by the Government of India	
4	(B)	Delhi Umballa Kalkee	D U K	East Indian Ry Co	1-3-01	5' 6"				162.30							
16	(a)	Deoghur	D	Deoghur Ry Co	23-1-02	3' 3 1/2"	"			4.70						Government land provided free	
Carried over							55.78	7,907.09	504.35	1,433.12		504.40	341.10	33.00	"		

APPENDIX 1—contd

List of open lines of Railway at the close of the Calendar year 1905 alphabetically arranged, with their lengths, the administrations by which worked, gauge and classification

Main head		Name of Railway	Letters used to denote names of railways	Railway administration by which worked	Date of first opening of any portion for traffic	Gauge	LENGTH OF RAILWAY IN MILE OPEN ON 31st DECEMBER 1905 UNDER SEVERAL HEADS OF CLASSIFICATION							Lines in foreign territory	REMARKS	
	Sub head						State lines worked by agency of		Guaranteed railway	Assisted railway	Unassisted railway	Lines owned by Native States and worked by agency of				
							State railway	Company				Native State itself	Company			State railway
		D—concl'd			Brought forward		80 78	3 907 03	601 30	1,433 12		691 40	311 10	33 60		
14	(b)	Dhrangadra	D H R	Bhavnagar-Gondal Junagad Porbandar Ry	1 6-89	3' 3 1/2"						23 83				
17	(c)	Dibru Sadiya	D S	Assam Railways and Trading Co	Aug 82	3' 3 1/2"				77 60					Subsidized by Local Government	
		E														
		Eastern Bengal State—														
		{ Behar Kaimia Dhubri and Northern sections			23 8 77	3' 3 1/2"	538 09									
3	(b)	{ British section Santrabari extension and Banaghat Krishnagar and Teesta Kuri gram branches	{ E D S M	{ Eastern Bengal State Ry	18 7 61	2' 6"	50 03									
		{ Dacca section			4 1 80	3' 3 1/2"	85 9'									
3	(a)	Central, Eastern and Southern sections	E B S		2-1 62	5' 6"	497 90									
4	(a)	East Indian	E I	East Indian Ry Co	15 8-54	5' 6"	1 072 30									
		G														
2	(n)	Gackwar s Dabhoi	G D		8-4 73	2' 6"							91 40			
2	(t)	Gackwar s Mehsana	G M	{ Bombay Baroda and Central India Ry Co	21 3 8	3' 3 1/2"							92 03			
2	(b)	Godhra Bafiam Nagda	G B N		16-1 93	5' 6"	141 11									
5	(a)	Great Indian Peninsula	G I P	Great Indian Peninsula Ry Co	18-4 53	5' 6"	1,561 63									
22	(d)	Guntakal Mysore Frontier	G M F	Southern Mahratta Ry Co	1 3 92	3' 3 1/2"	119 50									
5	(g)	Gwalior Light	G L	Great Indian Peninsula Ry Co	2 12 99	2' 0"							183 53			
		H														
10	(b)	Hardwar Dehra	H D	Oudh and Rohilkhand State Ry	1 5-00	5' 6"			32 04						Guaranteed under modern contract.	
22	(c)	Hindupur (Yesvantpur Mysore Frontier)	H	{ Southern Mahratta Ry Co	16 12 02	3' 3 1/2"							61 35			
22	(f)	Hospet Kottur	H K		1 4 05	3' 3 1/2"		43 06								
56	(a)	Howrah Amta Light	H A	Howrah Amta Light Ry Co	1 7 97	2' 0"				37 19					Subsidized by District Board	
37	(a)	Howrah Sheakhala Light	H S	Howrah Sheakhala Light Ry Co	2 2-9	2' 0"				19 70						
8	(c)	Hyderabad-Godavari Valley	H G V	Nizam's Guaranteed State Ry Co	21 10 99	3' 3 1/2"							391 13		Includes 5 82 miles of mixed (5' 6 and 3 3/4) gauge line between Hyderabad and Secunderabad over which the Nizam's Guaranteed State railway travers also work	
		I														
5	(f)	Indian Midland	I M	Great Indian Peninsula Ry Co	10 1 78	5' 6"		807 90								
					Carried over		13 0 76	3 602 61	630 33	1 697 50		612 23	1 151 23	33 60		

APPENDIX 1—contd

List of open lines of Railway at the close of the Calendar year 1905 alphabetically arranged, with their lengths, the administrations by which worked, gauge and classification

NUM BER		Name of Railway	Letters used to denote names of railways	Railway administration by which worked	Date of first opening of any portion for traffic	Gauge	LENGTH OF RAILWAY IN MILES OPEN ON 31ST DECEMBER 1905, UNDER SEVERAL HEADS OF CLASSIFICATION							Lunes owned by Native States and worked by agency of	Lunes in foreign territory	REMARKS	
Main head	Sub head						State lines worked by agency of		Guaranteed railway	Assisted railway	Unassisted railway	Lunes owned by Native States and worked by agency of					
							State railway	Company				Native State itself	Company				State railway
		J			Brought forward		1 370 76	8 609 61	538 39	1 566 58		612 23	1 151 23	33 60			
2	(j)	Jaipur (Sawai Madhopur)	J S M	Bombay Baroda and Central India Ry Co	10-11-05	3' 3½"							32 19				
9	(b)	Jamuna and Kashmir (Native State section)	J K	North Western State Ry	15-3-90	5' 0"								15 93		The British section of this railway forms an integral portion of the North Western State railway. Includes 3 ½ miles of dock estate lines	
14	(c)	Jamnagar	J N	Bhavnagar Gondal Junagadh Porbandar Ry	8-1-97	3' 3½"						51 29					
14	(d)	Jetalpur Rajkot	J R		12-4-93	3' 3½"						46 21					
18	(a)	Jodhpur	J B	Jodhpur Bikaner Ry	21-6-89	3' 3½"						463 59					
19	(c)	Jodhpur Hyderabad (British section)	J H		19-8-92	3' 3½"		193 98								The Native State section of this railway forms an integral portion of the Jodhpur railway	
38	(a)	Jorhat	J	Jorhat Ry	15-12-81	2' 0"	30 25										
1	(b)	Jubbulpore Gondia Extension	J G I	Bengal Nagpur Ry Co	18-4-03	2' 6"		223 77									
		K															
30	(a)	Kalka Simla	K S	Delhi Umballa Kalka Ry Co	9-11-03	2' 6"				50 44						Government land provided free	
21	(b)	Karaukkal Peralam	K P	South Indian Ry Co	14-3-98	3' 3½"									14 05		
9	(g)	Kharshalgarh Kotla Thal	K K T	North Western State Ry	25-5-02	2' 6"	91 73										
6	(b)	Kolar Gold fields	K G	Madras Ry Co	1-6-04	5' 6"							9 53				
22	(g)	Kolhapur	K L	Southern Marhatta Ry Co	21-4-91	3' 3½"							20 27				
		L															
17	(b)	Ledo and Tihak Margherita Colony	L T	Assam Railways and Trading Co	17-2-81	3' 3½"					8 50						
10	(b)	Lucknow Bareilly	L B	Rohilkhand and Kumaon Ry Co	17-10-81	3' 3½"		237 04									
9	(c)	Ludhiana Dhuri Jakhhal	L D J	North Western State Ry	10-4-01	5' 6"								18 66			
		M															
6	(a)	Madras	M	Madras Ry Co	17-7-6	5' 6"			904 01							Guaranteed under old contract. Includes 3 66 miles of mixed (5' 6" and 3 3½") gauge line between Bezvada and Kistna Block hut and 0 31 mile of 3 3½" gauge line between Kistna Block hut and Tadepalli	
0	(c)	Madras (North East line)	M A E		20-2-93	5' 6"		497 10									
19	(a)	Morvi	M R W	Morvi Ry	11-3-88	3' 3½"						73 04					
1	(c)	Mourbhanj	M B	Bengal Nagpur Ry Co	21-3-87	2' 6"						15 00		32 41			
3	(c)	Mymensingh Jamalpur Jagannathganj	M J J	Eastern Bengal State Ry	15-10-93	3' 3½"				50 69						Pebate line	
23	(b)	Mysore-Nanjangud	M N	Southern Marhatta Ry Co	1-12-91	3' 3½"								15 50			
22	(c)	Mysore Section (Southern Marhatta)	M S		1-2-81	3' 3½"		298 29									
		N															
2	(c)	Nagda Ujjain	N U	Bombay Baroda and Central India Ry Co	15-7-06	5' 6"								31 32			
6	(d)	Nalgiri	N	Madras Ry Co	10-6-99	3' 3½"		16 99									
8	(a)	Nizam's Guaranteed State	N G S	Nizam's Guaranteed State Ry Co	9-10-74	5' 6"							33 04			Includes 5 87 miles of mixed (5' 6" and 3 3½") gauge line between Hyderabad and Secunderabad over which the Hyderabad Godavari Valley railway traverses also work. Pebate line	
11	(b)	Noakhali (Bengal)	N B	Assam Bengal Ry Co	15-5-03	3' 3½"				34 90							
9	(a)	North Western State	N W	North Western State Ry	13-5-61	5' 6"		1268 85								Includes 5 63 miles of military line not used for public traffic and 26 28 miles of mixed (5' 6" and 3 3½") gauge line between Bhatinda and Kot Kapura over which the Rajputana Malwa railway traverses also work	
9	(d)	Nowshera Dargal	N D		1-1-01	2' 6"		49 25									
		O															
10	(a)	Ondh and Rohilkhand State	O & R.	Ondh and Rohilkhand State Ry	23-4-67	5' 6"	1 165 05									Includes 16 79 miles of mixed (5' 6" and 3 3½") gauge line between Burhanpur and Bara Banli and 0 69 mile on the Cawnpore Bridge and 1 91 miles of 3 3½" gauge between the Ondh and Rohilkhand State railway cantonment and the Bengal and North Western railway city station at Benares	
					Carried over		2 916 59	10 002 80	1 440 40	1 712 00	8 50	1 066 19	1 639 23	125 24	14 65		

APPENDIX 1—concl'd

List of open lines of Railway at the close of the Calendar year 1905 alphabetically arranged, with their lengths, the administrations by which worked, gauge and classification

Number		Name of Railway	Letters used to denote names of railways	Railway administration by which worked	Date of first opening of any portion for traffic	Gauge	LENGTH OF RAILWAY IN MILES OPEN ON 31st DECEMBER 1905 UNDER SEVERAL HEADS OF CLASSIFICATION										REMARKS
Main head	Sub head						State lines worked by agency of		Guaranteed railway	Assisted railway	Unassisted railway	Lines owned by Native States and worked by agency of			Lines in foreign territory		
							State railway	Company				Native State itself	Company	State railway			
		P			Brought forward		916 89	10 002 80	1 419 40	1 712 60	8 50	1,466 19	1 638 23	128 21	14 65		
2	(k)	Palanpur Deesa	P D	Bombay Baroda and Central India Ry Co	8 11 93	3 3/4"		17 28									
1	(d)	Parlakumedi Light	P L L	Bengal Nagpur Ry Co	1-4-00	2' 6"							24 62				
2	(d)	Pethad Cambay (Anand Tarapur section)	P C A	Bombay Baroda and Central India Ry Co	5 5 00	5' 6"							21 50				
2	(e)	Pethad Cambay (Tarapur Cambay section)	P C T	Bombay Baroda and Central India Ry Co	20-6-01	5' 6"							10 92				
21	(c)	Pondicherry	P	South Indian Ry Co	15 12 70	3' 3 1/2"									7 8 5		
20	(c)	Powayan Light	P W L	Pohilkund and Kumaon Ry Co	17 0 90	2' 6"				39 50						Government land provided free	
		R															
1	(e)	Rajpur Dharmari	R D	Bengal Nagpur Ry Co	10 4-09	2' 6"		56 24									
2	(e)	Rajpipla	R	Bombay Baroda and Central India Ry Co	1 7 97	2' 6"							37 37				
0	(d)	Rajpura Bhatinda	R B	North Western State Ry	1 11 84	5' 6"								107 05			
2	(d)	Rajputana Malwa	R M	Bombay Baroda and Central India Ry Co	14 2 73	3 3/4"		1,762 38								Includes 2 10 miles, 3 07 miles and 0 04 mile laid on the 5' 6" gauge at Ujjain between Agra cantonment and Agra East Bank stations and from Lahore Gate cabin to Brewery cabin at Delhi respectively and 20 28 miles of mixed (5' 6" and 3 3 1/2") gauge line between Bhatinda and Kot Kapura over which the North Western State railway trains also work Subsidized by the Government of India	
20	(a)	Pohilkund and Kumaon	R & K	Rohilkund and Kumaon Ry Co	12 10 84	3 3/4"				63 02							
		S															
6	(e)	Shoranur Cochin	S C	Madras Ry Co	2-4-02	3' 3 1/2"							64 75				
4	(e)	South Bohar	S B	East Indian Ry Co	5 7 93	5' 6"				78 70						Rebate line	
21	(a)	South Indian	S I	South Indian Ry Co	15 7 61	3' 3 1/2"		1 193 00									
22	(a)	Southern Mahratta	S M	Southern Mahratta Ry Co	24 3 84	3' 3 1/2"		1 042 04									
0	(e)	Southern Punjab	S P	North Western State Ry	10 11 37	5' 6"				420 33						Rebate line	
0	(f)	Southern Punjab Extension	S P E	North Western State Ry	10-6-05	5' 6"				77 00							
		T															
21	(d)	Tanjore District Board	T D B	South Indian Ry Co	2-4-04	3' 3 1/2"				00 46							
2	(f)	Tapti Valley	T V	Bombay Baroda and Central India Ry Co	1 12 98	5' 6"				150 48						Rebate line	
82	(a)	Tarakeshwar Marga Light	T P	Bengal Provincial Light Ry Co	7 11 94	2' 6"					33 27						
4	(d)	Tarlessur	T	East Indian Ry Co	1 1 85	5' 6"				22 23							
33	(a)	Tezpur Balipara Light	T B	Tezpur Balipara Light Ry Co	0 8 04	2' 6"				20 10						Government land provided free Subsidized by District Board	
84	(e)	Thaton Dayuzai Light	T D	Thaton Dayuzai Light Ry Co	11 2-85	2' 6"				7 76						Subsidized by Local Government	
21	(e)	Tinnevely Quilon (Travancore) (British section)	T Q B	South Indian Ry Co	1 6 02	3' 3 1/2"		50 48									
21	(f)	Tinnevely Quilon (Travancore) (No two State section)	T Q N	South Indian Ry Co	1 6-03	3' 3 1/2"							57 09				
10	(b)	Tirhoot State	T S	Bengal and North Western Ry Co	1 11 10	3 3/4"		560 45									
0	(f)	Tirupattur Krish nagiri	T K	Madras Ry Co	18-9-00	2' 6"		20 38									
		U															
23	(a)	Udaipur Chitor	U C	Udaipur Chitor Ry	1 8 80	3' 3 1/2"						67 30					
		V															
2	(m)	Vijapur Kalol Kadl	V K K	Bombay Baroda and Central India Ry Co	10-6-00	3 3/4"							41 37				
		W															
22	(f)	West of India Portuguese	W I P	Southern Mahratta Ry Co	17 1 87	3 2 1/2"									51 10		
Total mileage of railways open in India and Burma on the 31st December 1905							5 6' 3 3/4"	6 31 80	7 823 38	1 410 40	9 01 21	1 305 03	7 09 01	201 69	73 60		
							2' 6"	187 01	310 39		143 74	33 27	169 89	33 60			
							36 43				107 01		163 63				
Total							916 89	14 660 10	1 419 40	9 69 18	41 77	1 333 40	1 606 74	235 20	73 69		

APPENDIX 2

Mileage added to the Railway System of India during the Calendar year 1905 and the four months following

NUMBER		Railway administration to which railway has been added	Name of owning railway	Section of line added during 1905	Date of opening for traffic	ADDITIONS, IN MILES, MADE TO OPEN MILEAGE DURING 1905							
						Length				Total mileage added to railway administration			
Main head.	Sub head.					5' 6"	3' 3 1/2"	2' 6"	2' 0"	5' 6"	3' 3 1/2"	2' 6"	2' 0"
1	(b)	Bengal Nagpur	Jubbulpore-Gondia Extension	Burg to Howbagh Jabalpur	7th April 1905			16 16					
	(c)		Mourbhany	Howbagh Jabalpur to Jubbulpore	15th September 1905			1 69					
				Enpsa to Baripada	20th January 1905			32 41				49 66	
2	(g)	Bombay, Baroda and Central India	Jaipur (Siwana Madhopur)	Sanganer to Nawal	10th November 1905		32 18						
	(h)		Rajputana Malwa	Phulera to Narnaul	18th May 1905		100 53				132 71		
3	(a)	Eastern Bengal State	Eastern Bengal State	Ranaghat to Jaganj	15th April 1905	81 35							
				Jaganj to Bhagwangola	15th May 1905	7 50							
	(b)			Bhagwangola to Lalga	10th November 1905	5 90							
				Benarpara to Kannia	1st July 1905		44 47			94 75	41 47		
4	(a)	East Indian	East Indian	Etmadpur chord	1st September 1905	1 11							
				Shikohabad to Mainpuri	1st March 1905	29 71							
				Mainpuri to Bhongaon	17th August 1905	8 63				39 45			
5	(b)	Great Indian Peninsula	Agri Delhi Chord	Delhi Sadr to Delhi Junction	1st March 1905	0 43							
	(f)		Indian Midland	Cawnpore Generalganj line	1st March 1905	0 50							
				Centre of Agra Road station to point of junction with the Buldinganj branch	1st March 1905	0 27							
				Portion of Buldinganj branch	1st March 1905	2 10				3 30			
6	(f)	Madras	Tirupattur Krishnagiri	Tirupattur to Krishnagiri	18th September 1905			25 38				25 38	
9	(a)	North Western State	North Western State	Spozand junction to Nusbki	15th November 1905	83 29							
	(f)		Southern Punjab 'Ludhiana' Extension	Ludhiana to Ferozepore Cantonment	10th June 1905	77 05				160 34			
10	(a)	Ondh and Rohilkhand State	Ondh and Rohilkhand State	Phaphaman to Allahabad	1st January 1905	7 00				7 00			
12	(a)	Bengal and North Western	Bengal and North Western	New entrance of the Tulsipur branch into Gonda	1st July 1905		0 95						
				Uska Bazar to Barhni	5th January 1905		31 00						
	(b)		Tuhoot	Sakri to Jaynagar	14th January 1905		30 47				62 42		
18	(a)	Jodhpur Bilmer	Jodhpur	Merta Road to Merta City	17th January 1905		8 95				8 95		
22	(b)	Southern Mahratta	Bellary Rayachikote	Bellary to Rayachikote	1st July 1905		33 35						
	(f)		Hospet Kottur	Hospet to Kottur	1st April 1905		43 06				76 41		
24	(a)	Baraset Basirhat Light	Baraset-Basirhat Light	Baraset to Basirhat	1st February 1905			26 06				26 06	
25	(a)	Barsi Light	Barsi Light	Barsi Town to Kuslamb	15th June 1905			6 34				6 34	
27	(a)	Cutch	Cutch	Anjar to Tuna	18th May 1905			11 86				11 86	
Total mileage added during 1905										304 84	324 06	119 30	

APPENDIX 2—concl'd.

Mileage added to the Railway System of India during the Calendar year 1905 and the four months following

NUMBER		Railway administration to which railway has been added	Name of owning railway	Section of line added during 1905	Date of opening for traffic	ADDITIONS, IN MILES, MADE TO OPEN MILEAGE DURING 1905									
Main head	Sub head					Length				Total mileage added to railway administration					
						5' 6"	3' 3 1/2"	2' 6"	2' 0"	5' 6"	3' 3 1/2"	2' 6"	2' 0"		
MILEAGE ADDED FROM THE 1ST JANUARY TO THE 31ST MARCH 1906															
1	(b)	Bengal Nagpur	Jubbulpore Gondal Extension	Chhindwara to Kharsadoh	15th March 1906				16 23				16 23		
2	(e)	Bombay, Baroda and Central India	Potlad Cambay (Jambur Cambay section)	Cambay to Cambay Bandar	1st March 1906	1 39					1 39				
3	(b)	Eastern Bengal State	Eastern Bengal State	Golokganj to Kokrajhar	1st February 1906		35 75					35 75			
4	(a)	East Indian	East Indian	Bhongaon to Farukhabad	1st January 1906	27 49					27 49				
5	(b)	Great Indian Peninsula	Agra Delhi Chord	Kosi to Sanhet	21st February 1906	6 06					6 06				
6	(i)	Madras	Morappur Dharmapuri	Morappur to Dharmapuri	18th January 1906		18 14						18 14		
9	(f)	North Western State	Southern Punjab 'Ludhiana' Extension	Ferozepore City to MacLeod Ganj	10th February 1906	77 45					77 45				
13	(a)	Bengal and North Western	Bengal and North Western	Barhni to Tulipur	15th January 1906		22 14								
	(b)			Tirhoot	Bettiah to Narkatinganj	17th January 1906		22 75							
					Bhagalpur Kacheri to Barari	15th March 1906		3 0							
				Narkatinganj to Bhikun Theroe	17th February 1906		21 50					70 29			
20	(a)	Rohilkhand and Kumaon	Rohilkhand and Kumaon	Barilly to Soren	29th January 1906		56 00					56 00			
Total mileage added from 1st January to 31st March 1906											112 39	162 04	34 42		
MILEAGE ADDED FROM 1ST TO 30TH APRIL 1906															
12	(a)	Bengal and North Western	Bengal and North Western	Gainsari to Jarwa	12th April 1906		12 56					12 56			
GRAND TOTAL MILEAGE OPEN ON THE 30TH APRIL 1906											15,149 54	12,133 70	1,014 4	327 90	

APPENDIX 3

Total Railway mileage opened for traffic during and at the end of each year, and the total mileage opened during the Viceroyalty of each Governor General

CALENDAR YEAR	Net mileage added during the year	Total mileage open for traffic at close of the year	Total mileage opened during Viceroyalty	Viceroy
1853	20	20	169	Marquis of Dalhousie
1854	51	71		
1855	98	169		
1856	103	272	1,418	Earl Canning
1857	15	287		
1858	140	427		
1859	198	625		
1860	213	838		
1861	749	1,587		
1862	746	2,333	920	Earl of Elgin
1863	174	2,507		
1864	431	2,938	1,501	Lord Lawrence
1865	405	3,343		
1866	200	3,543		
1867	366	3,909		
1868	79	4,008		
1869	247	4,255	1,066	Earl of Mayo
1870	516	4,771		
1871	303	5,074		
1872	295	5,369	1,467	Lord Northbrook,
1873	328	5,697		
1874	529	6,226		
1875	313	6,541		
1876	319	6,860	2,621	Lord Lytton
1877	460	7,320		
1878	899	8,219		
1879	275	8,494		
1880	668	9,116		
1881	728	9,890	2,469	Marquis of Ripon
1882	259	10,149		
1883	309	10,458		
1884	1,173	11,631		
1885	652	12,283	2,945	Earl of Dufferin and Ava
1886	609	12,892		
1887	1,211	14,103		
1888	473	14,576		
1889	1,311	15,887	3,928	Marquis of Lansdowne
1890	514	16,401		
1891	907	17,308		
1892	507	17,815		
1893	689	18,504		
1894	396	18,900	3,536	Earl of Elgin
1895	647	19,547		
1896	707	20,254		
1897	861	21,115		
1898	925	22,040		
1899	1,483	23,523	6,255	Lord Curzon
1900	1,229	24,752		
1901	611	25,363		
1902	568	25,931		
1903	1,025	26,956		
1904	609	27,565		
1905	730	28,295		

*Capital authorized to be raised for each Guaranteed railway, State line leased to companies, and rail
31st Decem*

NUMBER		RAILWAYS	AMOUNT AUTHORIZED TO BE PAID BY THE COMPANIES UP TO THE 31st DECEMBER 1905				AMOUNT RAISED BY THE COMPANIES AND TARIY OF STATE IN LNOI AND TO THE		
			Share Capital	Debentures	Debenture stock	Total	Share Capital	Debentures	
Main head	Sub head						Rate of interest p cent	Amount	Cash received
		Guaranteed	£	£	£	£		£	£
2	(a)	Bombay, Baroda and Central India	7,550,000	2,391,300		9,941,600	5	7,528,623	2,389,209
6	(a)	Madras	10,257,630	2,295,800	.	12,553,430	{ 5 4 1/2 4 1/2	{ 8,757,670 9,940,000 100,000	{ 2,292,663
		Total	17, 07, 030	4,687,100		22, 49, 030		17,786,258	4,681,862
		State lines leased to Companies							
1	(a) { (b) & (c) {	Bengal Nagpur	3,000,000	1,900,000		4,900,000	4	3,000,000	1,893,015
		Do Extensions		3,650,000	..	3,650,000			3,597,196
5	(f)	Indian Midland	3,000,000	3,654,100		6,654,100	4	3,000,000	3,616,431
11	(a)	Assam Bengal	1,500,000	1,355,900		2,855,900	3	1,500,000	1,352,525
15	(a)	Burma	2,000,000		1,250,000	3,250,000	2 1/2	2,000,000	..
20	(b)	Lucknow Bareilly section (Rohilkhand and Kumaon)		147,000		147,000			160,837
22	(a)	Southern Mahratta	3,000,000	1,215,000		4,215,000	3 1/2	3,401,540	1,217,863
22	(i)	Mysore section (Southern Mahratta)			1,200,000	1,200,000			
		Total	13,000,000	11,921,000	2,400,000	27,321,000		12,991,540	11,867,867
		Branch lines							
2	(g)	Ahmedabad Dholka	86,667			86,667			
2	(i)	Ahmedabad Parantij	133,333			133,333			
10	(b)	Hardwar Dohra	200,000			200,000			
3	(c)	Mymensingh Jamalpur Jagannathganj	149,620			149,620			
4	(c)	South Bihar	100,000		200,000	600,000		379,560	
2	(f)	Tapti Valley	993,333		40,000	1,033,333			
		Total	1,962,903		230,000	2,192,903		379,560	
		GRAND TOTAL	22,770,883	16,608,100	2,780,000	52,159,983		31,157,378	16,545,829

Details of Debenture loans on 31st December 1905 and the dates at which the loans expire

Bombay, Baroda and Central India Railway —

£		
140,000	3 1/2 p r cent	15th June 1906
180,000	3 1/2 " "	10th July 1906
100,500	3 1/2 " "	8th January 1907
720,000	3 1/2 " "	10th January 1907
500,000	3 1/2 " "	30th June 1907
67,000	3 1/2 " "	1st April 1908
108,800	3 1/2 " "	8th July 1908
300,000	3 1/2 " "	7th November 1908
300,000	3 1/2 " "	1st January 1909
55,000	3 1/2 " "	5th May 1910
100,000	3 " "	8th July 1910
120,000	3 1/2 " "	1st February 1911
2,931,700		

Madras Railway —

£		
111,000	3 p r cent	30th June 1906
140,000	1 " "	30th June 1906
145,000	3 1/2 " "	31st December 1906
100,000	3 1/2 " "	30th April 1907
51,200	3 1/2 " "	30th June 1907
200,000	3 1/2 " "	31st October 1907
81,400	3 1/2 " "	31st December 1907
57,300	3 1/2 " "	31st December 1907
171,400	3 1/2 " "	30th June 1909
62,300	3 1/2 " "	30th June 1910
300,000	3 " "	1st August 1910
80,000	3 " "	31st December 1910
500,000	3 1/2 " "	19th May 1911
293,700	3 1/2 " "	30th June 1911
2,295,800		

DIX 5.

ways constructed under the "Branch line" terms, the amount raised and the amount withdrawn to ber 1905

ADVANCED BY THE SECRETARY 31st DECEMBER 1905			AMOUNT RAISED IN INDIA TO THE 31st DECEMBER 1905			TOTAL AMOUNT WITH DRAWN TO THE 31st DECEMBER 1905			REMARKS
Debt stock	Capital not bearing interest (premium)	Advances made to companies from money raised under Act 51, Vict. Cap 5	Share Capital	Debt stock	Capital not bearing interest (premium)	Total amount raised to the 31st December 1905	During calendar year 1905	Up to the close of calendar year 1905	
£	£	£	£	£	£	£	£	£	
	28,853	800,775	21,672			10,868,257	50,195	11,007,096	
	8,524					12,558,817	122,449	12,470,210	
	37,407	809,775	21,672			23,427,074	172,644	23,486,308	
	8,150	2,760,000				7,661,165	35,250	7,961,998	
	9,450					3,606,616	760,559	9,087,980	
	-5,977	1,495,000				8,135,454	60,493	8,725,114	
	15,325					2,867,910	-1,125	2,867,910	
1,100,810	"					3,100,810	143,877	3,667,292	
	-735					160,102	5,600	470,472	
	30,928	2,120,000	8,460		34	6,874,720	165,267	6,956,308	
1,200,000	24,000					1,224,000	16,375	*1,231,185	The Mysore Durbar has deposited £23,490 towards the share of Joint Shares on the Southern Mahratta Railway books chargeable against the capital of the Mysore Railway
2,399,819	81,196	6,381,900	8,460		34	33,729,816	1,186,386	4,918,349	
			73,280			73,280	1,846	69,666	
			130,000		2,667	132,667	180	132,733	
			194,867		"	194,867	510	194,710	
			160,030			160,030	2,328	159,069	
290,000	15,000					684,580	282	735,336	
			833,334	39,203	17	872,554	440	872,242	
230,000	15,000		1,391,511	39,203	2,684	2,117,978	5,586	2,163,806	
2,659,819	133,608	7,284,675	1,411,643	39,203	2,718	59,274,868	1,364,616	66,568,468	

Bengal Nagpur Railway—

£		
400,000	3 per cent	15th June 1906
109,300	3½ "	10th July 1906
390,700	3½ "	10th January 1907
438,900	3½ "	18th February 1907
155,000	3½ "	2nd January 1908
400,000	3½ "	4th May 1908
265,600	3½ "	18th February 1909
400,000	3½ "	21st April 1909
750,000	3½ "	1st June 1909
785,500	3½ "	18th February 1910
400,000	3½ "	18th August 1910
600,000	3½ "	31st January 1911
400,000	3½ "	5th May 1911

5,505,000

Lucknow Bareilly Railway—

£		
30,000	3½ per cent	
115,000	3½ "	
147,000		

Indian Midland Railway—

£		
582,900	3½ per cent	30th June 1906
390,000	3½ "	31st December 1906
610,000	3½ "	30th June 1907
421,200	3½ "	31st December 1907
560,000	3½ "	3rd October 1908
257,500	3½ "	30th June 1910
150,000	3 "	30th June 1910
742,500	3½ "	30th June 1911
3,651,100		

Southern Mahratta Railway—

£		
600,000	3 per cent	1st April 1906
50,000	3½ "	1st October 1907
100,000	3½ "	1st April 1908
255,000	3½ "	1st October 1908
100,000	3½ "	31st May 1909
100,000	3 "	11th April 1910
10,000	3 "	1st October 1910

1,215,000

Assam Bengal Railway—

£		
560,000	3½ per cent	4th July 1907
49,000	3½ "	4th July 1909
300,000	2½ "	13th April 1910
1,955,900		

Capital expenditure in thousands of rupees

Number	Railways (including branches worked)	EXPENDITURE ON NEW LINES IN THOUSANDS OF RUPEES INCLUDING VALUE OF STORES, etc., NOT FINALLY CHARGED OFF IN THE ACCOUNTS									
		YEARS									
		1896	1897	1898	1899	1900	1901	1902	1903	1904	1905
1 (a) to (e) and (g)	Bengal Central										*
	Bengal Nagpur	63,32	1,71,83	1,71,20	1,67,01	70,14	40,25	1,42,51	1,17,84	1,02,23	68,63
2 (a) to (f) & (n) & (o)	Bombay, Baroda and Central India	18,76	16,82	49,86	60,95	24,05	13,72	9,76	2,143	7,56	1,02
3	Eastern Bengal State	4	3,00	13,89	20,15	31,10	40,07	35,82	30,88	38,18	37,15
4	East Indian	18,06	80,80	1,07,94	68,09	39,09	33,15	28,67	18,69	91,17	1,26,85
5	Great Indian Peninsula	27,30	65,88	80,87	67,71	18,77	2,10	4,12	26,43	69,16	16,17
6 (a) to (f) & (g) & (i)	Madras	24,41	10,91	7,47	11,38	20,80	54,50	39,56	60,42	37,51	47,77
7	Nagda Muntra									1,75	21,89
8	Nizam's Guaranteed State		15,32	40,79	78,37	37,06					
9 (a) to (j)	North Western State	2,13,51	1,26,86	63,24	41,82	41,48	54,63	49,91	30,87	1,21,56	1,92,78
10	Ondh and Rohilkhand State	23,03	39,38	23,72	39,27	27,17	9,30	20,61	54,52	30,78	29,13
11	Assam Bengal	1,11,06	1,09,69	1,35,83	1,05,81	97,65	88,10	71,84	49,63	13,59	62
12	Bengal and North Western	32,03	1,04,74	62,86	70,90	28,89	30,86	26,15	12,63	46,76	45,07
13	Bengal Doonars		72	1,86	7,98	18,19	15,61	15,56	8,50		
14	Bhavnagar-Gondal Junagad Porbandar	9,24	9,30	5,43							
15	Burma	43,40	39,67	43,29	62,52	50,67	56,42	35,77	*	3,39	42,25
16	Deoghur				.						
17	Dibru Sadiya										
18	Jodhpur Bikaner	23	10,01	26,10	4,66	6,61	4,00	6,77	...	89	1
19	Morvi					2,32	11	3	85	46,24	7,18
(g) to (m)	Rajputana Malwa	18,44	12,09	8,58	2,67	59	21	1,07	5,63	35,80	26,36
20	Rohilkhand and Kumaon	4					3	47	83	9,71	33,18
21	South Indian	53	5,19	-21,05	2,70	14,00	36,50	73,39	56,12	27,81	7,14
22	Southern Marhatta								2,55	12,60	2,78
23	Udaipur Chitor	18	26	1,13	2,16	45	21				
24	Barnset Basirhat Light									5,69	1,33
25	Barsi Light									23	7,92
26	Bulharpore-Belhar Light								5,30		
27	Cutch								92	1,35	..
28	Dholpur-Barri									..	2,94
29	Dwara Therna Light								8,24	1,39	82
30	Kalka Simla				3,39	4,51	23,53	49,99	50,69	21,40	4,34
31	Ranaghat Krishnagar Light	..	1,01	5,01	5					†	
32	Tarakeshwar Magra Light								16		
33	Tozporo Dalipara Light										
35	Darjeeling-Himalayan										
36	Howrah Amta Light	3,63	4,01	29	5	1	8		20	2,79	
37	Howrah Sheakhala Light	1,31	2,81	33							
38	Jorhat	C									
	TOTAL	6,07,51	8,30,33	8,27,93	8,96,84	5,42,51	5,03,52	6,11,46	5,91,89	6,89,57	7,22,43

DIX 7.

during each of the past 10 years

EXPENDITURE ON ROLLING STOCK IN THOUSANDS OF RUPEES EXCLUDING VALUE OF STORES, ETC, NOT FINALLY CHARGED OFF IN THE ACCOUNTS										REMARKS
YEARS										
1896	1897	1898	1899	1900	1901	1902	1903	1904	1905	
...	11 59	4 37	1,95	27	3	4	15		*	* Purchased by the State from the 1st July 1905 and incorporated with the 5' 6 gauge section of the Eastern Bengal State Railway [3(a)]
2,26	32	1,13	33,92	27,35	4,29	57,16	34,13	40,61	57,18	
2,08	21	6,00	13,64	13,34	4 24	2,51	7,97	3,26	1,48	
7,30	16 63	10,52	18,21	4 57	13,01	18,12	35 25	15,20	25,14	
12,02	27,27	36,32	1,06,52	64,31	73,57	54 29	17,91	20,98	30,13	
2,40	7,85	1,63	8,27	19,30	21,27	12,27	31 84	37,89	12,63	
1,65	6,57	1,47	3,60	3,26	10,11	25,43	16 44	6,24	7,49	
2,22	49	3,06	12,80	12,67	1,51	5,66	3,05	72	51	
10,63	36,32	21,65	5,70	79	12,30	22,21	14,34	13,91	28,56	
59	3,51	7,06	5,68	79	5,85	17,93	23 91	7,58	6,92	
16,29	4 25	2,60	1,63	87	3,05	7,69	9,86	6,32	4,79	
2,25	9,98	24,03	15,81	18,53	18 47	12 43	18,33	3,48	14,09	
1	52	1	4,09	2,32	1,40	7	25	5		
1,80	67	1,24	8	16	80	35	55	-1,05		
8,80	1,59	6,36	11 96	4,74	20,85	26,60	19,57	12,20	6 61	
78	14	20	16	2,52	1,13		9	4,47	19	
39		6,03	14,14	23	2,22	1,90	4,22	1,36	71	
24	2	12	4	6	10	-12	-22		3,00	† Represents Expenditure on conversion of the existing line from 2' 6" to 3 3½' gauge
2,15	-12	-1,59	3 07	1,82	89	8,70	8,19	3,35	10,09	
18	2	2,42	1,02	3,39	2,06	6 86	6,11	1,32	77	
29	1,22	43	73	26	-3	1,46	2,96	1,27	14,75	
45	1,40	5 34	3,42	1,44	1,88	26	85	80	18,58	
	2,25	5			42					
2,49	1,77	27			-39			2,00	76	
							2 17	23		
							12	12	10	
									50	
						1,07	3,93	2,85	4,96	
		1,20	"	24				†		† Purchased by the State from the 1st July 1904 and incorporated with the Eastern Bengal State Railway
		1	18				1	1	8	
18		6	12							
24	2	-25	54	-10	1	9	41	70	12	
1,03	1,26	99	11	46		72		30		
	1,17	48					3			
-7	38	20			-31	4	12	2		
78,70	1,37,44	1,43,71	2,67,03	1,77 67	1,98,73	2,84,05	2,62,51	1,92,38	2,60 17	

Capital expenditure in thousands of rupees

Number	Railways (including branches worked)	EXPENDITURE ON IMPROVEMENT OF EXISTING LINES IN THOUSANDS OF RUPEES EXCLUDING VALUE OF STORES, etc., NOT FINALLY CHARGED OFF IN THE ACCOUNTS									
		YEARS									
		1896	1897	1898	1899	1900	1901	1902	1903	1904	1905
	Bengal Central	69	86	2,15	75	1,66	1,18	1,15	73	43	
1 (a) to (e) & (g)	Bengal Nagpur	10,08	3,56	57	25	1,68	3,37	1,61	3,08	5,66	5,20
2 (a) to (f) & (n) & (o)	Bombay, Baroda and Central India	23,86	28,88	15,33	36,60	8,12	21,71	9,89	5,71	4,83	2,74
3	Eastern Bengal State	18,06	27,03	7,04	8,72	13,85	11,37	15,46	23,89	49,13	1,08,70
4	East Indian	10,75	19,82	28,90	40,78	48,92	61,24	88,60	41,88	46,44	63,82
5	Great Indian Peninsula	6,00	4,37	8,04	6,71	10,98	11,65	17,01	23,56	6,479	73,48
6 (a) to (f) & (g) & (i)	Madras	4,07	3,30	3,16	2,43	3,03	9,33	1,56	5,01	11,26	13,47
7	Nagda Muttra	—	—	—	—	—	—	—	—	—	—
8	Nizam's Guaranteed State	82	3,15	1,24	—1,05	2,78	6,53	8,14	3,76	2,97	2,76
9 (a) to (j)	North Western State	30,47	28,30	18,92	20,8	19,10	11,67	48,11	22,42	30,91	33,14
10	Oudh and Rohilkhand State	2,61	4,01	4,38	9,71	8,30	9,45	12,75	12,10	19,80	19,62
11	Assam Bengal										12,03
12	Bengal and North Western	49	2,86	5,05	6,63	12,21	7,19	25,66	21,79	29,04	16,81
13	Bengal Doonars	84	1,08	53	38	16	2	5	21	5,55	3,54
14	Bhavnagar Gondal Junnagar Porbandar	1,03	73	2,10	91	31	16	40	3	3	21
15	Burma	17,27	6,24	5,00	11,31	25,14	22,05	7,91	20,65	21,11	17,60
16	Deoghur			1	—1						23
17	Dibru Sadiya	—25	2,41	7		6	7,20	23	32	22	27
18	Jodhpur Bikaner	13	7	6,30	—81	—1,58	3,16	3,77	62	56	12
19	Morvi	10	49	7	5	—16	1			—1	—13
2 (g) to (m)	Rajputana Malwa	5,14	2,65	3,32	3,98	3,53	8,20	13,88	9,18	8,62	13,99
20	Rohilkhand and Kumaon	2,56	1,71	79	21	1,15	1,02	66	1,50	1,56	65
21	South Indian	1,01	56	1,52	3,79	3,03	3,83	1,16	3,10	6,64	8,41
22	Southern Mahratta	4,01	5,60	6,29	7,50	5,79	1,59	3,29	2,98	2,26	5,49
23	Udaipur Chitor						19	4	1		1
24	Baraset Basirhat Light										
25	Barai Light							7			—4
26	Bukhtiarpero Behar Light									39	1
27	Cutch										
28	Dholpur Bari										
29	Dwara Thoria Light										
30	Kalka Simla										
31	Ranaghat Krishnagar Light										
32	Tarakeshwar Magra Light			1	1		2	5	6	3	5
33	Tezperu Balipara Light	9	3	1	5	13					
35	Darjeeling Himalayan	42	38	49	25	10	21	12	31	4	16
36	Howrah Amta Light									14	16
37	Howrah Sheela hali Light								2		—1
38	Jorhat	10			4		17	3			
	TOTAL	1,45,41	1,48,49	1,22,00	1,59,64	1,68,79	2,11,55	2,35,85	2,01,98	3,15,43	4,02,55

DIX 7—concluded

during each of the past 10 years.

TOTAL CAPITAL EXPENDITURE IN THOUSANDS OF RUPEES INCLUDING VALUE OF STORES, ETC., NOT FINALLY CHARGED OFF IN THE ACCOUNTS										REMARKS
YEAR										
1896	1897	1898	1899	1900	1901	1902	1903	1904	1905	
4,59	10,29	6 90	3,01	34	2,53	1,53	76	—36		
1,16,51	1,99,28	1,62,45	1,98,57	75,81	77,61	1,76,45	1,91,63	1,19,88	1,19,67	
54 14	8,06	89 09	98,52	28,58	56,65	29,50	19 61	9,62	7,90	
27,21	51,23	35,51	56,49	49,25	66,77	81,52	1,19,34	1,09,61	2,08,13	
70,12	1,41,53	1,66,97	2,18 13	1,62,49	1,41 12	1,45,82	1,39,63	1,45,03	2,33 23	
51,02	71,81	79,51	78 98	53,32	44,54	23,58	1 16,21	1 76,71	1,02,30	
27,45	19,63	12,65	19,27	55,11	63 58	60,36	86,09	72,11	69,17	
								1,73	46,34	
1,85	18,30	60,32	96,90	32,91	18,40	15,81	5,73	5,25	6,53	
2,67 14	1,66,19	82,47	66,46	83,47	93,87	1,70,10	69,53	2,09,09	2,72,27	
50,23	14,90	33,16	55,69	39,26	32,76	76,47	87,45	53,06	41,37	
1,17 01	1,14,23	1,18,74	1,13,15	86,46	85,47	69,86	53,24	19,81	18,24	
35,45	1 69,10	79,96	70,13	55,94	48,78	63 17	53,92	79,28	90 04	
1,07	2,17	4,25	22 26	19,77	15,23	10,45	7,09	5,35	3,56	
14,18	8,67	8,95	92	17	96	44	67	—1,40	—34	
82,45	59,57	51,62	86,24	92,79	95,26	71,01	31,03	36,97	81,20	
		1	—1			—9			23	
53	2 50	27	17	2,57	8,32	1,73	41	4,69	46	
48	10,12	39 36	18,04	4 89	19,78	6 64	—57	2,21	1,60	
—17	94	3	27	2,92	31	—26	56	6,18	9,85	
11,46	—2,83	9,43	10 50	17,19	12,74	22,33	30,73	43,71	39,23	
2,61	3,79	2,10	13	5,37	4,34	12,02	4,60	19,79	50,61	
—14	4 59	—19,58	7 39	17,47	47,19	99,17	52,83	31,08	23,65	
59	8,19	11,05	8,71	8,15	4,83	1,22	21,96	34,22	33,49	
18	2,51	1,18	2,16	45	82	4	1		1	
								7,73	1,73	
2,49	1,77	27			—39	19		26	14,69	
							7,48	62	1	
							1,04	1,48	10	
									2,04	
			5,81	6,10	22,96	57,95	48,51	26,93	7,87	
	1,01	6,21	5	24						
		2	24	—1	10	20	38	10	2	
27	3	7	17	18						
65	41	21	79	—6	23	20	72	71	14	
4,70	5,27	1,28	16	47	8	72	20	3,23	16	
1,31	3,98	81					5		—1	
37	37	7	22	—23	—8	—5	8		4	
9,17,85	11,80,61	10,44,17	12,40,27	8,99,98	9,65,10	11,59,36	11,65,11	12,26,14	14,88,97	

Capital outlay on the different classes of

				Mileage		
				Open	Under construction	TOTAL
PART I				Miles	Miles	Miles
CAPITAL EXPENDITURE ON RAILWAYS, THE TRANSACTIONS OF WHICH PASS THROUGH THE GOVERNMENT ACCOUNTS						
(i) — State lines worked by Companies	...			11 777 00	1,189 50	15,966 50
(ii) — State lines worked by the State	.	.		5,916 89	385 11	6,302 00
(iii) — Companies' lines guaranteed under the old contracts	.			1,408 36	.	1,408 36
(iv) — Companies' lines guaranteed under modern contracts	.			32 04		32 04
(v) — District Boards' lines				99 46		99 46
(vi) — Branch Line Companies, receiving rebates from traffic interchanged with main lines				373 13		373 13
TOTAL OPEN LINES AND LINES PARTLY OPEN				22 606 88	1 571 61	24,181 49
(vii) — Lines wholly under construction by State agency					198 83	498 83
(viii) — Lines wholly under construction by Companies					231 84	331 84
TOTAL (vii) AND (viii)					830 67	830 67
(ix) — Unclassified expenditure including collieries, &c	.	.				.
TOTAL PART I				22,606 88	2 103 28	25,012 16
PART II						
CAPITAL EXPENDITURE ON RAILWAYS, THE TRANSACTIONS OF WHICH DO NOT PASS THROUGH THE GOVERNMENT ACCOUNTS						
(i) — Branch Line Companies, receiving rebates from traffic interchanged with main lines				537 28	77 45	614 73
(ii) — Assisted Companies' lines—						
(a) Subsidized by the Government of India	.	..	.	162 36		162 36
(b) Subsidized by Local Governments	.			136 26	8 50	144 76
(c) Subsidized by District Boards	..			158 00		158 00
(d) Receiving land only from Government				1,171 77	168 80	1,340 57
TOTAL (ii)				1,628 39	177 39	1,805 69
(iii) — Unassisted Companies' lines	..	.	.	11 77		11 77
(iv) — Native State lines—						
(a) Worked by Native States	..	.	.	1,333 49	28 13	1,361 62
(b) Worked by Companies	..	.	.	1,838 76	146 83	1,985 59
(c) Worked by State railway agency				235 29	.	235 29
TOTAL (iv)				3,407 54	171 96	3,582 50
(v) — Foreign State lines	.	.	.	73 60		73 60
TOTAL OPEN LINES AND LINES PARTLY OPEN				5,688 58	429 71	6,118 29
(vi) — Lines wholly under construction by private Companies	.			..	36 29	36 29
(vii) — Lines wholly under construction by Native States	.				19 25	19 25
TOTAL (vi) AND (vii)					55 54	55 54
(viii) — State outlay on the Patri branch (Bombay, Baroda and Central India railway)						
TOTAL PART II				5 698 08	485 25	6,173 83
GRAND TOTAL				28,295 16	2,890 53	31,185 99
ABSTRACT						
Outlay on open lines and lines partly open—(i to vi, Part I, and i to v, Part II)				28,295 16	2,004 32	30,299 78
Outlay on lines wholly under construction—(vii and viii, Part I, and vi and vii, Part II)				.	886 21	886 21
Unclassified expenditure (ix, Part I)				..	...	..

DIX 8

railways at the close of the year 1905

Capital outlay at close of 1905 (In thousands of rupees)			REMARKS
Open lines	Lines under construction	TOTAL	
2,01,99,26	4,81,44	2,06,80,70	The outlay included in Part I under "State lines worked by Companies" on account of the railways purchased by the State from the East Indian, the South Indian, and the Great Indian Peninsula Railway Companies, and under "State lines worked by the State" on account of the railways purchased from the Eastern Bengal, the Sind, Punjab and Delhi and the Oudh and Rohilkhand Guaranteed Railway Companies represents the actual Capital expenditure incurred by the Companies up to the date of purchase and subsequently by the State
89,60,53	2,56,93	92,17,46	
26,37,50		26,37,50	
29,21	.	29,21	
47,33	...	47,33	
3,01,84		3,01,84	
3,21,78,67	7,38,37	3,29,17,04	
	76,88	76,88	
	1,71,90	1,71,90	
	2,51,78	2,51,78	
		95,17	
3,21,78,67	9,00,15	3,32,63,90	
2,88,22	33,97	3,21,59	
1,56,07		1,56,07	
1,21,81		1,21,83	
71,53	..	71,53	
9,16,61	53,20	9,99,90	
12,99,04	53,20	13,52,39	
27,25		27,25	
4,68,21	1	4,68,22	
12,95,14	20,63	13,15,77	
1,32,87		1,32,87	
18,96,23	20,61	19,16,86	
1,50,79		1,50,79	
96,61,52	1,07,30	37,68,82	
...	13,10	13,40	
	2,01	2,01	
	15,11	15,41	
		8,09	
36,61,52	1,22,74	37,92,34	
3,58,40,19	11,12,89	3,70,56,33	
3,58,40,19	8,45,67	*3,66,83,94	* Includes Rs 8,08,000, item (viii) of Part II
...	2,67,22	2,67,22	
.		95,17	

Capital liability on account of Railways classed

RAILWAYS	(1) SHARE CAPITAL OF PURCHASED RAILWAYS BEING PAID OFF BY ANNUITIES						(2)	(3)	(4)	(5)	(6)
	Commuted value of stock purchased	Deduct		Net capital to be paid off by Annuities	Deduct amount redeemed by Annuity payments	Net out standing	State outlay	Debt in curred for purchase of Rail ways	Capital advanced by Gov ernment to Com panies	Capital raised by Companies on Secre tary of State's Guarantee (including over drafts)	Total Capital liability
		Commuted Capital re- presenting Annuities which were purchased by creation of debt (liability included in column 3)	New Stock of Great Indian Peninsula Railway Company issued in exchange for por tion of Annuity								
INDIA, GENERAL	£	£	£	£	£	£	£	£	£	£	£
1 East Indian	32,750,000	7,299,157		25,450,843	2,365,126	23,085,717	7,093,949	7,719,552		8,000,300	45,899,518
2 Rajpootana Malwa (inoldg Godhra Rutlam Nagda)							10,589,462				10,589,462
3 Rewari Phnlara							317,173				317,173
4 Palanpur-Decsa							15,805				15,805
5 Bhopal							211,796				211,796
6 State railway stores							2,074				2,074
7 Expenditure in England for stores purchased and remain ing unappropriated							88,172				88,172
CENTRAL PROVINCES											
8 Warora Colliery							83,327				83,327
9 Umaria ,, (depreciation on works)							12,178				12,178
10 Bilaspur-Etawah							5,009				5,009
11 Nagpur Chhattisgarh (depre ciation account)							43,802				43,802
BURMA											
12 Pegu Monlmein							341,467				341,467
13 Henzada Kyangan							102,432				102,432
ASSAM											
14 Jerhat							60,563				60,563
BENGAL											
15 Eastern Bengal system	3,391,917	543,817		2,848,100	233,468	2,614,632	9,524,382	869,040			13,008,054
16 Murshidabad Branch							561,845				561,845
17 Dhubri Ganhati							302,708				302,708
18 Tirhoot							3,594,888				3,594,888
19 Tirhoot new Extensions							547,576				547,576
20 Ranaghat Bhagwangola							20,163				20,163
21 Katihar-Godagari							170,670				170,670
UNITED PROVINCES											
22 Oudh and Rohilkhand							3,939,193	10,731,640			14,670,833
23 Agra Delhi Chord							816,462				816,462
24 Allahabad Jaunpur							138,675				138,675
PUNJAB											
25 North Western	11,009,124	4,911,216		9,097,903	692,457	8,405,451	29,317,241	4,190,926			41,913,618
26 Shadera Singla							77,195				77,195
27 Jech Doab (southern sec)							432,330				432,330
28 Quetta Nashli							559,533				559,533
29 Peshawar Railway Reserve							19,243				19,243
30 Frontier Railway Reserve							293,212				293,212
31 Petroleum Operations Balu chistan							7,946				7,946
32 Jallaudar-Hoshiarpur							969				969
33 Ludhiana Ferozepore							1,887				1,887
34 Lori Shulman							3,545				3,545
Carried over	50,151,011	12,754,190		37,396,851	3,291,051	34,105,800	69,251,872	23,511,153		8,000,300	134,869,130

DIX 9

as State railways at end of 1905

RAILWAYS	(1) SHARE CAPITAL OF PURCHASED RAILWAYS BEING PAID OFF BY ANNUITIES						(2)	(3)	(4)	(5)	(6)
	Commuted value of stock purchased	Deduct		Not capital to be paid off by annuities	Deduct amount redeemed by annuity payments	Net out standing	State outlay	Debt in current for purchase of Rail ways	Capital advanced by Gov ernment to Com panies	Capital raised by Companies on Secre- tary of State's guarantee (including over drafts)	Total capi- tal liability
		Commuted capital represen- ting annuities which were purchased by creation of debt (liability included in column 3)	New stock of Great Indian Peninsula Railway Company issued in exchange for por- tion of annuity								
	£	£	£	£	£	£	£	£	£	£	£
Brought forward	50,151,041	12,754,190		37,396,851	3,221,051	34,105,800	69,251,872	23,511,158		8,000,300	134,869,130
MADRAS											
35 South Indian (including Pambau Branch)							1,955,959	4,726,168		1,425,000	8,107,127
36 Tinnevely Quilon (British section)							24,813			263,654	288,467
37 Tinnevely Quilon (Native State section)							72,524			711,346	783,870
38 Azhikal Mangalore							652,067				652,067
39 North East line, Madras rail- way, East Coast Railway, South'rn section)							4,833,576				4,833,576
40 Nilgiri							245,976				245,976
41 Bezwada extension							78,576				78,576
42 Guntakal Mysore frontier							394,799				394,799
43 Tanjore District Board							194,139		79,321	41,047	314,507
44 Vizagapatnam Rajpur							16,336				16,336
45 Hospet Kottur							92,109				92,109
46 Bellary Ravadrug							51,345				51,345
47 Tirupattur-Krishnagiri							70,918				70,918
48 Morappur Dharmapuri							50,816				50,816
49 Coonoor Ootacamund							46,459				46,459
50 Ramnagar Extension							24,443				24,443
POMBAY											
51 Great Indian Peninsula	34,859,218		1,750,000	33,109,218	1,919,891	31,189,327	2,743,258	5,964,666	850,000	2,575,000	43,322,251
52 Jodhpur Hyderabad (British section)							264,530				264,530
53 Southern Mahratta (depreci- ation on works)							35,138				35,138
54 Sabarmati Dholka							3,993				3,993
55 Nagda Mattra							320,463				320,463
	85,010,259	12,754,190	1,750,000	70,506,069	5,210,942	65,295,127	80,926,104	34,201,992	929,321	13,016,347	193,468,891
LEASED LINES											
56 Assam Bengal							5,023,495			2,855,900	7,884,395
57 Bengal Nagpur							2,061,962		8,530,580	8,505,000	19,097,542
58 Burma							5,127,433			3,717,474	8,844,902
59 Indian Midland									1,938,378	6,001,516	7,939,894
60 Lucknow Bareilly							341,409		309,635	147,000	798,044
61 Mysore										1,200,000	1,200,000
62 Southern Mahratta							1,105,228		2,129,900	4,822,381	8,057,509
							13,664,582		12,953,493	27,249,271	53,872,846
BRAANCH LINES											
63 Hardwar Dehra										194,710	194,710
										194,710	194,710
TOTAL	85,010,259	12,754,190	1,750,000	70,506,069	5,210,942	65,295,127	94,590,686	34,201,992	13,887,814	40,460,328	249,433,947

NOTE—The premia paid in purchase of companies' lines are as under—

	£	Rs
East Indian Railway	6,550,000	@ Rs 15 = £ 1 = 9,825,000
Eastern Bengal Railway	1,176,437	" = 1,704,655
Sindh Punjab and Delhi railway	2,973,804	" = 4,460,700
South Indian Railway	959,277	" = 1,438,915
Ondh and Rohil hand Railway	1,036,049	" = 1,554,075
Great Indian Peninsula Railway	11,809,218	" = 22,28,88,270

Main results of working Indian railways

YEAR	Mileage open	IN THOUSANDS OF RUPEES.				Gross earnings per mile per week	Percent age of working expenses to gross earnings	Percent age of net earn- ings on Capital outlay on lines wholly and partly open	PASSENGERS			Goods		
		Capital outlay	Gross earnings	Working expenses	Net earnings				Number carried in thou- sands	Earnings in thou- sands of rupees	Average rate charged per mile in pies	Quantity carried in thousands of tons	Earnings in thousands of rupees	Average rate charged per ton per mile in pies
1853	20	37,96	90	41	49	Rs 87	45 56	1 29						"
1854	71	4,00,00	2,31	1,42	89	63	61 47	0 22						"
1855	169	5,50,00	8,13	4,55	3,58	93	55 97	0 65						"
1856	272	8 00,00	16,10	6,74	9,36	114	41 87	1 17						"
1857	287	12,00,00	25,43	10,54	14,89	170	41 45	1 24						"
1858	427	16,00,00	33,82	15,63	18,19	152	46 22	1 14						"
1859	625	22,50 00	57,24	27,74	29,50	176	48 16	1 71						"
1860	833	26,66,00	66,67	37,08	29,59	153	55 61	1 11						"
1861	1,587	34,00,00	93 63	58 09	40,54	120	55 90	1 19						"
1862	2,333	48,00,00	1,31,45	80,22	54,13	111	59 74	1 13						"
1863	2,507	53,00,00	2,20,47	1,37,04	87,43	169	60 34	1 65						"
1864	2,958	58,00,00	2,85,89	1,70,35	1,15,04	186	59 76	1 93						"
1865	3,363	63,00,00	4,27,84	2,24,27	2,01,57	241	52 43	3 20						"
1866	3,563	70 00,00	4,91,91	2 59,33	2,32,53	266	52 73	3 32						"
1867	3,929	80,00,00	5,44,54	2,93,76	2,50,78	266	53 95	3 13						"
1868	4,068	84,00,00	5,67,09	3,07,46	2,59,63	272	54 22	3 09						"
1869	4 255	89 00,00	6,13,10	3,41,74	2,71,36	277	55 74	3 05						"
1870	4,771	90,00,50	6,66,67	3,63,15	3,03,52	269	54 47	3 37						"
1871	5 074	90,00,70	6,59,20	3,67,97	2,91,23	250	55 82	3 24						"
1872	5,369	90,00,90	6,82 96	3,73,45	3,09,51	245	54 68	3 44						"
1873	5,637	91,72,60	7,22,90	3,77,85	3,45,05	244	52 28	3 76						"
1874	6,226	95,87,15	8,33,77	4,03,89	4,29,88	258	48 44	4 48						"
1875	6,541	1,00,96,28	7,91,37	3,97,18	3,93,69	233	50 23	3 90						"
1876	6,860	1,04,77,85	9,33,83	4,46,45	4,87,38	202	47 81	4 65						"
1877	7,320	1,09,04,24	12,11,28	5,93,68	6,72,60	318	44 47	6 17						"
1878	8,201	1,18,29,55	11,25,30	5,62,88	5,62,92	269	49 97	4 76						"

DIX 10

as one system from the commencement

YEAR	Mileage open	IN THOUSANDS OF RUPEES				Gross earnings per mile per week	Percent age of working expenses to gross earnings	Percent- age of net earnings on capital outlay on lines wholly and partly open	PASSENGERS.			Goods		
		Capital outlay	Gross earnings	Working expenses	Net earnings				Number carried in thousands	Earnings in thousands of rupees	Average rate charged per mile in pice	Quantity carried in thousands of tons	Earnings in thousands of rupees	Average rate charged per ton per mile in pice
						Rs								
1879	8,475	1,22,32.97	12,08.15	6,20.28	5 81.57	275	51 54	4 76						
1880	8,996	1,23,56.91	12,86.55	6,48.00	6,38.55	282	50 37	4 97	"					
1881	9,858	1,40,80.80	14,32.31	7,07.12	7,25.19	285	49 37	5 16	54,764	3,79.23	2 78	13,214	9,55.97	7 95
1882	10,069	1,43,24.42	15,35.23	7,66.81	7,68.42	294	49 95	5 36	58,876	4,08.37	2 71	14,833	10,15.97	7 91
1883	10,447	1,48,30.56	16,33.94	7,97.05	8,41.89	301	48 62	5 68	65,099	4,09.08	2 60	16,999	11,28.69	7 30
1884	11,527	1,55,45.04	16,06.62	8,15.62	7,91.00	276	50 76	5 09	73,815	4,46.84	2 56	16,663	10,56.59	7 35
1885	12,208	1,61,91.78	17,08.96	8,86.33	9,12.63	284	49 27	5 64	80,865	4,78.12	2 52	18,925	11,91.54	6 83
1886	12,865	1,70,42.89	18,70.46	8,93.10	9,77.36	285	47 75	5 73	88,436	5,09.77	2 51	19,576	12,38.59	7 02
1887	14,008	1,82,97.93	18,46.51	9,10.73	9,36.48	260	49 31	5 12	95,412	5,35.32	2 51	20,196	11,92.93	7 17
1888	14,525	1,93,04.33	19,76.45	9,67.44	9,69.01	263	49 96	5 12	103,156	5,69.06	2 71	22,393	12,79.04	6 87
1889	15,900	2,05,04.61	20,49.37	10,37.74	10,11.63	257	50 64	4 93	110,650	6,13.74	2 52	22,249	13,05.56	6 88
1890	16,404	2,13,67.04	20,67.01	10,30.89	10,36.12	243	49 87	4 85	114,082	6,25.81	2 51	22,613	12,99.52	7 11
1891	17,283	2,21,06.42	24,04.13	11,00.39	12,73.64	271	47 02	5 76	122,855	6,86.13	2 52	26,159	15,60.81	6 75
1892	17,769	2,27,50.00	23,22.93	10,90 95	12,32.58	253	46 94	5 42	127,388	6,91.15	2 52	26,335	14,77.52	6 70
1893	18,459	2,33,17.87	24,08.42	11,34.77	12,73.65	254	47 12	5 46	135,520	7,29.57	2 50	28,847	15,21.63	6 60
1894	18,840	2,37,79.01	25,50.89	11,93.40	13,52.49	262	46 98	5 69	145,727	7,57.58	2 56	32,644	16,24.82	6 42
1895	19,467	2,44,58.05	26,29.60	12,11.99	14,11.70	261	46 19	5 78	157,081	8,02.21	2 49	33,628	16,36.94	6 36
1896	20,209	2,58,95.23	25,36.14	12,19.84	13,22.30	245	47 86	4 92	159,509	8,22.07	2 45	32,471	15,41.51	6 45
1897	21,115	2,82,12.04	25,60.11	12,47.73	17,12.38	233	48 74	4 65	150,584	7,62.13	2 47	33,926	15,88.69	6 36
1898	22,024	2,92,09.20	27,41.31	12,98.68	14,42.63	244	47 37	4 94	151,566	7,58.68	2 50	35,642	17,84.97	6 00
1899	23,507	3,08,50.12	29,36.78	13,93.36	15,49.42	246	47 45	5 00	161,720	8,09.39	2 51	39,748	19,19.82	5 98
1900	Revised 24,752	3,20,53.34	31,54.32	15 00.31	16,45.01	245	47 85	4 99	176,303	8,95.07	2 51	42,896	20,36.52	5 83
1901	25,363	3,39,16.89	33,60.38	15,72.45	17,87.93	255	46 79	5 27	194,749	10,07.17	2 48	43,392	21,23.67	5 77
1902	25,931	3,49,77.34	33,92.69	16,70.49	17,22.20	252	49 24	4 92	196,648	10,27.48	2 51	45,537	21,23.41	5 69
1903	26,956	Revised 3,41,11.23	36,00.82	17,11.09	18,89.73	257	47 52	5 51	210,231	10,98.14	2 51	47,684	22,41.92	5 64
1904	27,565	3,52,85.95	39 64.97	18,77.50	20,87.47	277	47 36	5 91	227,097	11,76.20	2 51	52,051	25,18.61	5 39
1905	28,295	3,66,93.94	41,68.09	19,94.00	21,74.09	283	47 84	5 92	243,157	12 73.83	2 47	54,936	26,20.71	5 19

APPEN

Summary of the general Indian Railways

Calendar year	GENERAL RESULTS			
	Total Capital outlay in thousands of rupees	Gross earnings in thousands of rupees	TOTAL WORKING EXPENSES	
			Amount in thousands of rupees	Proportion per cent to gross earnings
1	2	3	4	5
1901	3,39,16,89	33,60,38	15,72,45	46 70
1902	3,49,77,34	33,92,60	16,70,49	49 24
1903	3,41,11,23	36,00,82	17,11,09	47 52
1904	3,52,85,95	39,61,97	18,77,50	47 35
1905	3,66,93,94	41,68,09	19,94,00	47 84

Calendar year	GROSS EARNINGS IN THOUSANDS									
	COACHING TRAFFIC							Goods		
	1st class	2nd class	Interme- diate class	3rd class	Season and venders tickets	Other Coaching Traffic	Total Coaching Traffic (sum of 15 to 20)	Total Goods Traffic (sum of 23 to 27)	General merchan- dise	Coal and coke for the public and foreign railways
14	15	16	17	18	19	20	21	22	23	24
1901	32,78	52,43	64,39	8,48,25	9,32	1,34,71	11,41,83	21,23,67	17,53,14	2,35,01
1902	38,57	56,59	67,60	8,54,97	9,75	1,47,60	11,75,08	21,23,41	17,40,72	2,26,75
1903	41,56	58,13	71,68	9,16,31	10,46	1,56,26	12,54,40	22,41,92	18,53,45	2,29,93
1904	40,76	59,78	74,84	9,89,63	11,19	1,61,36	13,57,56	25,18,51	20,85,56	2,56,13
1905	45,12	64,66	83,06	10,63,76	12,23	1,64,69	14,38,52	26,20,71	21,32,22	2,89,19

Number of passengers and quantity of goods carried, the average miles

Calendar year	PASSENGERS CARRIED IN THOUSANDS, THE AVERAGE MILES CARRIED AND											
	1st CLASS.			2ND CLASS			INTERMEDIATE CLASS			3RD CLASS		
	No	Average miles carried	Average rate charged per mile in pies	No	Average miles carried	Average rate charged per mile in pies	No	Average miles carried	Average rate charged per mile in pies	No	Average miles carried	Average rate charged per mile in pies
36	37	38	39	40	41	42	43	44	45	46	47	48
1901	532	92 82	12 70	2,405	76 27	5 49	6,670	59 94	3 09	170,416	41 27	2 31
1902	563	102 28	12 86	2,530	82 39	5 21	6 813	61 30	3 11	171,716	41 08	2 33
1903	594	101 71	13 21	2,580	78 13	5 54	7,214	61 64	3 09	184,292	40 94	2 33
1904	608	95 28	13 41	2,715	74 23	5 69	7,394	62 89	3 09	199,651	40 71	2 34
1905	662	98 29	13 31	2,949	72 92	5 77	8,104	63 78	3 09	218,413	40 92	2 30

DIX 11.

results of working
treated as one system

OF WORKING

NET EARNINGS		PER MILE OPEN			PER TRAIN MILE.		
Amount in thousands of rupees	Percentage on Capital outlay	Gross earnings	Working expenses	Net earnings	Gross earnings	Working expenses	Net earnings
6	7	8	9	10	11	12	13
		Rs	Rs	Rs	Rs	Rs	Rs
17,87,93	5.27	13,219	6,200	7,049	3.81	1.78	2.03
17,22,20	4.92	13,084	6,442	6,642	3.67	1.81	1.86
18,89,73	5.54	13,358	6,348	7,010	3.75	1.78	1.97
20,87,47	5.91	14,384	6,811	7,573	3.86	1.83	2.03
21,74,09	5.92	14,731	7,047	7,684	3.89	1.86	2.03

REMARKS.

The decrease in the capital outlay for 1903 is due to the revision of the capital outlay hitherto adopted for lines purchased by the State from Guaranteed Railway companies

OF RUPEES

WORKING EXPENSES IN THOUSANDS OF RUPEES

TRAFFIC			Electric telegraph	Steam coal and sandries	Engineering	Locomotive	Carriage and wagon	Traffic	General	Other expenses (steam boat, contribution to Provident Fund and special and miscellaneous expenditure)
Military stores	Revenue stores, including coal and material for construction	Miscellaneous								
25	26	27	28	29	30	31	32	33	34	35
14.97	96.41	21.14	7.49	87.34	3,55.93	5,59.13	1,51.90	2,63.92	1,57.85	83.72
21.67	1,14.93	25.08	7.32	86.88	3,89.67	5,78.85	1,76.33	2,73.70	1,63.70	88.19
23.07	1,18.90	27.31	7.84	96.66	3,88.99	6,11.95	1,52.51	2,92.19	1,68.91	96.54
19.14	1,31.04	32.27	8.00	1,00.60	4,37.28	6,72.07	1,76.74	3,10.25	1,75.67	1,05.49
20.63	1,46.51	33.77	8.79	1,00.11	4,81.59	7,02.38	1,84.05	3,31.02	1,86.93	1,08.03

The totals of columns 23 to 27 are more than the figures shown in column 22 by the amount of the Cawnpore Burhwal link earnings

carried and the average rate charged, and the train-mileage run by railways in India.

THE AVERAGE RATE CHARGED					TRAIN MILES RUN (IN THOUSANDS)				GOODS TRAFFIC		
SEASON AND VENDING TICKETS			TOTAL NO OF PASSENGERS CARRIED		Coaching	Goods	Mixed	Total train mileage (includes miscellaneous train mileage)	Tons carried (in thousands)	Average miles carried	Average rate charged per mile in pios
No	Average miles carried	Average rate charged per mile in pios	No	Average miles carried							
49	50	51	52	53	54	55	56	57	58	59	60
14,726	8.63	1.41	194,749	40.42	19,701	34,274	31,561	88,265	43,392	162.75	5.77
15,026	8.85	1.41	196,048	40.03	21,708	36,019	31,781	92,527	45,537	157.54	5.63
15,551	8.75	1.48	210,231	39.90	25,889	36,808	31,438	95,960	47,684	159.93	5.64
16,729	9.08	1.41	227,097	39.65	31,577	38,797	28,620	102,721	52,051	172.42	5.39
18,029	9.16	1.42	248,157	39.90	33,491	39,712	29,692	107,045	54,936	176.60	5.19

APPENDIX 12.

General results of working each railway system

NUMBER		Railway	Year	Number of passengers carried (in thousand)	Quantity of goods and minerals carried (in thousands of tons)	Gross earnings (in thousands of rupees)	Working expenses (in thousands of rupees)	Net earnings (in thousands of rupees)	Percentage of working expenses to gross earnings	REMARKS
Main head	Sub-head									
		5' 6" GAUGE								
		Bengal Central	1901	1,885	178	14,05	7,62	6,43	54.25	† Figures shown are only for the first-half of the year. Those for the second half have been included with Eastern Bengal State railway, broad gauge
			1902	1,911	169	13,17	7,43	5,74	56.17	
			1903	1,989	206	15,09	10,01	5,08	66.36	
			1904	2,041	235	16,60	10.20	6,40	65.40	
			1905	1,070	176	16,66	15,08	1,58	76.28	
1	(a), (b) and (c)	Bengal Nagpur	1901	6,103	2,212	1,30,78	69,29	61,49	52.98	
			1902	6,472	2,880	1,42,18	72,80	69,38	51.20	
			1903	6,109	2,918	1,55,48	87,02	70,46	54.93	
			1904	7,715	3,381	1,89,12	93,25	95,87	49.31	
			1905	8,902	3,975	2,11,71	1,10,68	1,01,03	45.23	
2	(a), (c) to (f), (n) and (o)	Bombay, Baroda and Central India	1901	18,114	1,973	1,70,58	75,91	94,67	44.50	
			1902	18,891	1,927	1,71,20	83,83	87,37	48.90	
			1903	19,654	1,770	1,83,76	91,73	92,03	49.02	
			1904	21,685	1,797	1,91,08	90,19	1,00,89	47.20	
			1905	23,489	2,055	2,11,73	92,17	1,19,56	43.67	
3	(a)	Eastern Bengal State	1901	13,272	1,616	91,41	48,07	43,37	50.89	
			1902	13,654	1,800	1,03,83	50,63	53,20	48.18	
			1903	14,331	2,654	1,02,22	51,39	50,83	50.27	
			1904	14,680	2,680	1,08,77	57,80	50,97	53.11	
			1905	17,000	2,975	1,18,00	64.14	53,86	54.61	
4	(a) to (d)	East Indian	1901	23,875	10,418	7,70,48	2,57,61	4,72,87	35.27	
			1902	23,256	10,481	7,04,31	2,58,80	4,45,51	36.71	
			1903	21,282	10,702	7,26,62	2,46,13	4,80,49	33.89	
			1904	25,181	12,211	7,87,26	2,66,42	5,20,84	33.89	
			1905	24,938	12,236	7,79,46	2,82,15	4,97,31	36.20	
5	(a)	Great Indian Peninsula	1901	20,109	3,213	4,18,15	2,00,85	2,17,30	48.01	* Included with the Great Indian Peninsula railway
			1902	18,349	3,278	4,24,25	2,12,87	2,11,38	50.17	
			1903	20,221	4,518	4,88,69	2,30,19	2,58,50	49.18	
			1904	22,454	5,092	5,86,50	2,92,43	2,94,07	49.36	
			1905	25,293	5,676	6,30,41	3,05,37	3,25,07	48.11	
5	(b) to (g)	Indian Midland	1901	2,529	1,309	1,00,02	48,98	51,04	48.97	
			1902	2,549	1,349	1,09,63	55,67	53,96	50.78	
			1903	*	*	1,00,33	49,65	50,68	49.52	
			1904	*	*	*	*	*	*	
			1905	*	*	*	*	*	*	
6	(a) to (c)	Madras	1901	12,277	2,413	1,62,73	83,61	79,09	51.10	† Information not available
			1902	13,005	2,310	1,66,91	91,09	74,95	54.86	
			1903	13,712	2,310	1,77,17	1,01,60	77,97	58.51	
			1904	13,953	2,743	1,90,53	1,11,29	79,24	58.41	
			1905	14,396	2,822	2,08,41	1,22,30	86,01	58.73	
8	(a) & (b)	Nizam's Guaranteed State	1901	1,409	970	43,65	15,59	28,05	35.59	
			1902	1,750	975	46,96	18,73	28,23	39.89	
			1903	1,797	895	46,26	19,33	26,93	41.79	
			1904	1,476	878	46,53	16,83	29,70	36.17	
			1905	1,583	857	46,26	15,72	30,54	33.98	
9	(a) to (e)	North Western State—								
		Commercial Section	1901	†	†	4,14,73	1,91,35	2,23,38	46.14	
			1902	†	†	4,17,94	2,23,99	1,93,95	53.59	
			1903	†	†	4,89,77	2,20,61	2,69,16	45.01	
			1904	†	†	6,12,71	2,63,32	3,49,42	42.97	
			1905	†	†	5,99,17	2,81,14	3,18,03	46.92	
		Military Section	1901	†	†	38,17	38,61	—44	101.15	
			1902	†	†	37,69	41,97	—4,88	113.16	
			1903	†	†	39,99	41,71	—2,72	106.98	
			1904	†	†	46,00	52,19	—6,19	113.47	
			1905	†	†	43,07	43,97	—90	102.09	
		Total	1901	20,294	5,604	4,52,90	2,29,96	2,22,94	50.77	
			1902	20,822	5,934	4,55,03	2,65,96	1,89,07	58.41	
			1903	22,777	6,064	5,28,76	2,62,32	2,66,44	49.61	
			1904	25,524	6,431	6,58,71	3,15,51	3,43,23	47.89	
			1905	30,017	7,237	6,42,21	3,25,11	3,17,13	50.62	
10	(a) to (c)	Ondu and Rohilkhand State	1901	8,764	1,899	1,34,68	61,42	73,26	45.60	† Information not available
			1902	8,332	2,302	1,34,18	68,81	65,37	51.28	
			1903	8,902	2,359	1,42,18	68,49	73,64	49.19	
			1904	9,776	2,511	1,55,60	82,95	72,65	53.31	
			1905	10,797	2,940	1,56,99	92,21	64,78	58.74	
		3' 3½" GAUGE								
11	(a) & (b)	Assam Bengal	1901	1,740	239	21,34	16,78	4,56	78.60	
			1902	1,763	326	20,96	18,42	2,54	87.66	
			1903	1,961	403	24,28	19,68	4,60	80.64	
			1904	2,220	361	30,10	28,57	1,53	94.92	
			1905	2,476	432	34,83	33,00	1,83	94.75	

APPENDIX 12—contd

General results of working each railway system—contd.

NUMBER		Railway	Year	Number of passengers carried (in thousands)	Quantity of goods and minerals carried (in thousands of tons)	Gross earnings (in thousands of rupees)	Working expenses (in thousands of rupees)	Net earnings (in thousands of rupees)	Percentage of working expenses to gross earnings	REMARKS
Main head	Sub head									
		3' 3½" GAUGE—contd								
12	(a) & (b)	Bengal and North Western	1901	9,802	1 370	97,21	43,34	53,87	44 59	
			1902	10,126	1,460	1,01,50	47 04	54 46	46 35	
			1903	12,077	1,707	1,19 15	48,50	70,65	40 71	
			1904	12,910	1,789	1,29,99	51,60	78,39	39 70	
			1905	14,006	1,815	1,23,61	53,31	70,30	43 13	
13	(a) & (b)	Bengal Decans	1901	316	78	4,87	2,42	2,45	49 65	
			1902	362	91	5,27	2,69	2 58	51 09	
			1903	443	121	6,58	3,28	3,30	49 87	
			1904	519	171	7,61	3,96	3 65	52 02	
			1905	486	194	8,82	4,35	4,47	49 32	
14	(a) to (d)	Bhavnagar Gondal Junagad Porbandar	1901	1,842	245	18 95	10,86	8,10	57 26	
			1902	1 506	245	16,85	10,02	6,83	59 49	
			1903	1,699	264	19,54	9,82	9,72	50 27	
			1904	1,938	302	22,37	10,56	11,81	47 20	
			1905	2,105	284	22,40	10,99	11,41	49 06	
15	(a)	Burma	1901	11,651	1,475	1,18,85	63 96	49,89	58 02	
			1902	12,160	1,603	1,25,03	72 30	52,73	57 83	
			1903	14 220	1,860	1,36,14	83 95	52 19	61 66	
			1904	16,118	2,176	1,51,02	85,32	65,70	56 49	
			1905	16,874	2,430	1,57,76	95,95	61,81	60 82	
16	(a)	Deoghur	1901	329	13	48	30	18	61 45	
			1902	185	10	30	24	6	79 75	
			1903	262	15	41	30	11	73 17	
			1904	281	14	47	32	15	68 43	
			1905	73	14	45	32	13	71 11	
17	(a) & (b)	Dibru Sadia	1901	290	577	9,99	5,14	4,85	51 50	
			1902	202	510	9,10	4,98	4,12	54 77	
			1903	299	556	9,76	5,26	4,50	53 89	
			1904	339	613	10,04	5,70	4,34	56 75	
			1905	353	642	10,14	5,55	4,59	54 73	
3	(b) to (d)	Eastern Bengal State	1901	*	998	76 45	37,01	39,47	48 40	* Included with Eastern Bengal State Railway (5' 6" gauge)
			1902	*	1,049	80,81	39,93	40,88	49 41	
			1903	*	*	85 50	44,28	41,22	51 78	
			1904	*	*	89,55	50,17	39,38	56 02	
			1905	*	*	89,38	44,68	44,70	49 99	
8	(c)	Hyderabad Godavari Valley	1901	1,176	527	20,10	10,87	9,23	54 07	
			1902	1,216	587	22,88	13,20	9,68	57 69	
			1903	1,183	546	22,14	13,28	8 66	59 98	
			1904	1,264	349	22 12	14,37	7,75	64 97	
			1905	1,591	373	29,64	16,35	13,29	55 16	
18	(a) to (c)	Jodhpur Bikaner	1901	1,467	403	22,38	12,44	9,94	55 59	
			1902	1,378	456	25,02	13,06	11 96	52 18	
			1903	1,560	403	27,44	13,24	14,20	48 26	
			1904	1,702	439	30 60	13,61	17,09	44 15	
			1905	1,970	471	35,24	14,91	20,33	42 31	
19	(a)	Morvi	1901	303	29	3,59	2,33	1,26	65 00	
			1902	243	19	3,05	1,92	1,13	62 85	
			1903	267	19	2,98	1,53	1,45	51 43	
			1904	298	34	3,55	1,66	1,89	46 73	
			1905	286	49	3,23	1,49	1,74	46 13	
6	(d) & (e)	Nilgiri and Shoranur Cochin	1901	76	16	2,41	1,03	1,38	42 87	
			1902	389	40	4 44	2,59	1,85	58 23	
			1903	695	156	6,28	3,66	2,72	56 58	
			1904	724	119	6,83	4,23	2,60	61 87	
			1905	732	105	7,02	4,92	2,10	70 09	

APPENDIX 12—contd

General results of working each railway system—contd

Numbers		Railway	Year	Number of passengers carried (in thousands)	Quantity of goods and minerals carried (in thousands of tons)	Gross earnings (in thousands of rupees)	Working expenses (in thousands of rupees)	Net earnings (in thousands of rupees)	Percentage of working expenses to gross earnings	REMARKS
Main head	Sub-head									
2	(b) & (g) to (m)	3' 3½" GAUGE—concl'd Rajputana Malwa	1901	12,874	2,393	2,84,69	1,31,57	1,53,12	46.21	
			1902	12,091	2,230	2,65,04	1,25,79	1,39,25	47.46	
			1903	12,447	1,976	2,33,74	1,16,11	1,17,63	49.67	
			1904	13,194	2,117	2,41,37	1,14,80	1,26,57	47.56	
			1905	15,223	2,669	2,93,28	1,25,85	1,67,43	42.91	
20	(a) & (b)	Rohilkund and Kumaon	1901	1,530	373	17,57	7,89	9,68	44.90	
			1902	1,592	432	18,64	8,76	9,88	47.00	
			1903	1,546	419	18,16	8,47	9,69	46.65	
			1904	1,673	439	19,15	8,93	10,22	46.63	
			1905	1,772	441	19,58	10,13	9,45	50.96	
21	(a) to (f)	South Indian	1901	14,035	1,683	1,05,26	49,29	55,97	46.40	
			1902	15,887	1,910	1,10,10	50,97	59,13	45.82	
			1903	17,878	3,616	1,28,85	51,81	77,04	40.21	
			1904	19,164	3,508	1,31,40	60,62	70,78	45.10	
			1905	19,383	3,105	1,41,03	69,77	71,26	49.47	
22	(a) to (f)	Southern Mahratta	1901	5,927	967	81,12	57,15	23,97	70.45	
			1902	6,397	1,016	93,17	60,65	32,52	65.09	
			1903	6,698	1,089	95,58	58,96	36,62	61.51	
			1904	7,158	1,331	1,07,95	68,50	39,45	63.16	
			1905	8,404	1,342	1,14,26	69,36	44,90	60.70	
23	(a)	Udaipur Chitor	1901	189	28	2,22	1,28	94	57.64	
			1902	179	27	2,17	1,20	97	53.31	
			1903	190	15	1,78	1,11	67	62.63	
			1904	162	11	1,51	98	53	64.86	
			1905	257	16	2,03	1,04	1,04	50.00	
		West of India Portuguese	1901	250	74	3,68	4,17	— 49	113.20	* Included with the Southern Mahratta rail way.
			1902	"	"	"	"	"	"	
			1903	"	"	"	"	"	"	
			1904	"	"	"	"	"	"	
			1905	"	"	"	"	"	"	
24	(a)	2' 6" GAUGE. Baraset Basirhat Light	1901	..						
			1902	..						
			1903	..						
			1904	..						
			1905	295	3	1,11	55	56	49.55	
25	(a)	Barsi Light	1901	77	54	1.68	89	79	52.69	
			1902	72	53	1.50	97	53	64.81	
			1903	62	45	1.30	77	53	59.23	
			1904	77	53	1.67	1.02	65	61.09	
			1905	101	82	2.19	80	1.39	36.53	
26	(a)	Bukhtarpore Behar Light	1901		"	"	"	"		
			1902		"	"	"	"	"	
			1903	118	7	36	21	15	57.74	
			1904	298	25	1.14	48	63	41.90	
			1905	252	19	89	53	36	59.55	
27	(a)	Cutch	1901							
			1902							
			1903			"	"	"		
			1904			"	"	"		
			1905	3	7	22	6	16	27.27	
30	(a)	Kalka Simla	1901							
			1902							
			1903	6	2	32	25	7	78.09	
			1904	84	25	5.90	3.82	2.08	64.41	
			1905	97	27	7.52	3.51	4.01	46.68	

APPENDIX 12—concl'd.

General results of working each railway system—concl'd.

NUMBER		Railway	Year	Number of passengers carried (in thousands)	Quantity of goods and minerals carried (in thousands of tons)	Gross earnings (in thousands of rupees)	Working expenses (in thousands of rupees)	Net earnings (in thousands of rupees)	Percentage of working expenses to gross earnings	REMARKS
Main head.	Sub head.									
1	(c)	2' 6" GAUGE—concl'd Mourhhanj	1901 1902 1903 1904 1905	30	13	31	24	7	77.42	
1	(d)	Parlakimedi Light	1901 1902 1903 1904 1905	52 59 68	4 7 10	17 21 27	27 22 23	— 10 — 1 4	155.58 106.29 85.19	
20	(c)	Powayan Light	1901 1902 1903 1904 1905	222 253 269 272 299	17 24 22 25 30	67 76 72 78 92	47 53 43 47 56	20 23 29 31 36	70.00 70.24 60.34 60.34 60.87	
		Ranoghat Krishnagar Light	1901 1902 1903 1904 1905	226 241 248 † †	1 7 † † †	69 76 86 141 †	54 55 53 129 †	15 21 33 112 †	78.03 71.97 60.86 70.24 †	†Included with the Eastern Bengal State Railway metro and special gauges
32	(a)	Tarakshwar Magro Light	1901 1902 1903 1904 1905	419 428 427 472 456	9 11 17 23 22	83 84 85 90 87	58 59 60 62 65	25 25 25 28 22	70.23 70.22 70.40 63.25 74.71	†Figures shown only for the first half of the year. Those for the second half have been included with the Eastern Bengal State Railway metro and special gauges
33	(a)	Tezporo Bahpara Light	1901 1902 1903 1904 1905	116 125 145 149 155	8 8 9 8 14	84 85 95 88 103	67 63 67 71 76	17 22 28 17 27	79.84 74.53 70.72 60.48 73.79	
6	(f)	Tirupattur Krishnagar	1901 1902 1903 1904 1905	37	2	13	14	—1	107.69	
35	(a)	2' 0" GAUGE Dorjeeling Himalayan	1901 1902 1903 1904 1905	74 80 109 139 137	31 33 44 44 44	7.88 8.50 9.62 10.45 9.72	4.74 4.72 5.45 5.73 5.61	3.14 3.78 4.17 4.72 4.11	60.18 55.54 56.65 53.46 57.72	
36	(a)	Howrah Amta Light	1901 1902 1903 1904 1905	763 783 808 855 940	14 14 17 13 17	2.61 2.65 2.77 2.97 3.29	1.46 1.32 1.39 1.42 1.51	1.15 1.33 1.38 1.55 1.78	56.21 49.86 50.32 47.82 45.90	
37	(a)	Howrah Sheakhola Light	1901 1902 1903 1904 1905	302 314 343 346 351	4 6 7 6 6	79 82 87 86 88	55 50 52 47 50	24 32 35 39 38	70.53 61.33 59.85 54.72 56.82	
38	(a)	Jorhat	1901 1902 1903 1904 1905	76 130 155 163 167	12 12 12 10 10	83 87 91 74 79	87 90 77 78 76	—4 —3 14 —4 3	105.01 104.22 85.02 105.17 96.20	

Principal commodities carried by railways and the

[The total quantity of each commodity represents the total weight conveyed over all railways in India.]

NUMBER.		Railway system vide Appendix I	I		II		2							
Main head	Sub head		Apparel including drapery haberdashery millinery uniforms, accoutrements, boots and shoes		Coal and coke carried for the public and foreign railways		1 Raw		2					
									(a)		(b)			
			Quantity	Earnings	Quantity	Earnings	Quantity	Earnings	Quantity	Earnings	Quantity	Earnings		
		Tons	Rs.	Tons	Rs.	Tons	Rs.	Tons	Rs.	Tons	Rs.			
1	(a), (b) & (c)	Bengal Nagpur	307	7 813	1 528 897	26 10 263	21 009	2 70,430	4 771	41 000	15,877	1 80 041		
2	(a) (c) to (f), (n) & (o)	Bombay, Baroda and Central India	700	16 899	41 803	1 76 724	101 801	20 11 223	324	7 107	10 807	2 33 504		
3		Eastern Bengal State	1 563	15 050	5 10 068	4 47,673	2 058	14 204	2 503	18,806	4 180	27,000		
4		East Indian	2 617	92 018	6 142 264	2 02 41 300	83 765	10 20 911	1 054	30 007	18,730	2 07 0, 5		
5		Great Indian Peninsula	1 274	60 070	215 618	6 50,790	407 808	1 02 08,202	12 741	320 153	10 439	2 20 436		
6	(a) to (c)	Madras	417	8 905	355 622	0 02 023	38 559	8 84 210	5 930	62 684	14 444	1,76 412		
7	(a) & (b)	Nizam's Guaranteed State	86	1 483	330 234	11 78 567	6 004	40 134	3,721	11 316	2 322	31 338		
8		North Western State	4 527	10, 102	1 48 643	4 01 633	100 123	15,27,782	1 623	83 008	7 381	1,16 716		
9		Ondh and Rohilkhand State	1,332	16 678	81 693	2 88 901	20 2 4	1 33 800	2,030	22 358	7,840	69 010		
3' 3 1/2" gauge														
11		Assam Bengal	116	1 153	10 047	5 30 30	1 307	11 231	866	4 838	08	023		
12		Bengal and North Western	053	12 640	01 463	1 4, 537	1 147	15 249	599	8,030	5 118	61 472		
13		Bengal Doonars			8 328	37 831	2	41	20	83	10	53		
14		Bhavnagar Gondal Junagadh Porbandar	513	1 080	5 031	6 787	16 806	08 530	28	103	874	1 070		
15		Bu mra	4,2	8 104	530	1 206	6 030	27,480	3 049	73 084	513	6 740		
16		Deoghar			2,4 0	767					30	10		
17		Dibru Sadia			500 000	1 83 742	145	1 172						
18	(c)	Hyderabad Godavari Valley	69	1 887	6 613	31 300	30 620	3 00,012	413	7 007	1,030	21,000		
19		Jodhpur Bikaner	203	4 020	26 614	81 707	14 503	66 178	33	131	630	7 203		
20	(d) to (f)	Madras	34	403	1 773	8,844	3 3	3 018	59	370	4,9	1 791		
21		Morvi	33	232	223	303	1 056	0 370		1	50	180		
22	(b) & (g) to (n) & (b)	Rajputana Malwa	1 052	2, 000	30 022	91,300	112 109	15 33 838	233	3 202	12 808	3 03,760		
23		Rohilkhand and Kumaon	3 3	3 408	902	1 033	63	400	17	95	1,205	5,619		
24		South Indian	266	3 032	31 905	5 00 031	32 178	1 70 346	2,867	33,007	10 634	79,248		
25		Southern Mahratta	208	4 307	7 507	30 804	120 111	5,75 900	2 986	30,964	11,400	1 10,427		
26		Udaipur Chitor	14	113			1,868	7 814		1	26	167		
2' 6" gauge														
24		Laraset Basirhat												
25		Barsi Light	1	4	241	260	0,127	23,508	67	300	308	654		
26		Bakhtuarpore Debar Light												
27		Cateh	30	100	3	3	22	148	42	175				
28		Kalka Sumla	401	8 624	3 011	30 694	1	16	3	68	1	26		
29	(c)	Mourbhanj	2	6	10	14	1	6			3	11		
30	(d)	Parakmech Light	2	5			3	3	2	1	161	136		
31	(e)	Powayan Light												
32		Tarakeshwar Magra			106	109								
33		Tezpur Balipara			2 186	6 321	0	67						
2' 0" gauge														
35		Darjeeling Himalayan	20	5 691	1 607	15,162	6	186	3	92	117	3 406		
36		Howrah Amta												
37		Howrah Sheakhala												
38		Jorhat												
TOTAL 1905			17 009	1 00 6 2	10 022 501	2 80 08,878	1,23 70	180 00 636	46 167	3 32 423	161 398	18 58 148		
TOTAL 1904			16 600	3 09 217	9,200 949	2 66 27 600	1 04 713	1 37 18 974	40 203	0 29 170	134 631	16 01 090		
INCREASE			409	19 20	821 552	33 09 278	207 990	48 00 012	694	3 003	16 567	2 40 052		
DECREASE														

earnings therefrom during the calendar year 1905.

railways in India and is therefore not the same as the total production]

VII						VIII		IX—(continued on following page)								NUMBER.
FODDER						Fruits and vegetables, fresh		GRAIN AND PULSE								
(1) Oil cake		(2) Hay straw and grass		Total				(1) Gram and pulse		(2) Jawar and Bajra		(3) Rice in the husk		(4) Rice not in the husk		
Quantity	Earnings	Quantity	Earnings	Quantity	Earnings			Quantity	Earnings	Quantity	Earnings	Quantity	Earnings	Quantity	Earnings		Quantity	Earnings
Tons	Rs	Tons	Rs	Tons	Rs	Tons	Rs	Tons	Rs	Tons	Rs	Tons	Rs	Tons	Rs	
1 830	20 890	2 988	11,635	7 118	32 545	9 283	64 702	121,745	10,42 7/7	2 234	5 401	67 718	2,97 7/64	34,969	22 77 5/4	1
9,483	67,594	85,619	4 93,630	105,162	5 69,710	37 660	194,920	57,778	4,12 7/87	63 703	2 62 847	7,1 7	41,520	51 331	3,90 637	2
0 377	10 001	17 316	29 153	20 692	49,114	19 169	51 661	73 914	2,40,989			83 616	2 37 7/3	97 376	2 03 465	3
32 803	1 53,189	21 906	70 673	54 711	2 24 082	9 506	1 26 503	240 441	14 78 066	37 360	1 81 514	23 712	87 001	743 171	10 30 630	4
27 121	1 50 172	46 403	2 40 863	75 529	199 030	10 011	1,09,049	202 730	16,29 740	201 893	23 04 040	2 031	10 995	110 760	8 71 377	5
12 415	52 339	8 782	21,140	21,107	73 487	23 929	1 00 372	100 743	5 98 021	106 416	6 54 907	160 943	7 90 2 0	266 577	14 55 197	6
1,500	7,400	2,410	6 399	3 640	13,899	2,672	23 511	22 472	03 815	35 480	1 56 909	600	4 565	29 641	1,42 306	8
19,274	44 510	51 546	2,03 117	618 70	2 52 657	23,201	1 62,889	203 680	18 63 778	189 704	13 07 041	29 774	93 364	141 480	9 64 010	9
3 847	17 010	10 574	91 754	14 371	49 713	13,411	50 121	91,622	3 02 102	14 720	50 149	5 767	26 143	47 121	1 90,837	10
2 741	17 439	1,011	3 019	3,732	14,537	1,570	8 869	4 109	26 704			18 090	72 301	44 607	2 36 009	11
7 221	29,008	7 219	20 007	14 440	54,623	7,400	27,000	78 000	2 80,707	2 691	7 110	39 091	1 18 470	201 436	11 76 068	12
120	961	163	993	305	1 00 3	32	213	3 107	8 763			1 434	2 891	6 524	21 505	13
620	4,923	4 661	18,114	5 396	29 042	5 300	21 543	6 190	10 106	30 976	1,19 301	40	66	11 212	43 249	14
2 679	10,362	883	4,159	2 917	11 520	25 921	1 69 763	29 519	139 805	1 620	12,000	607 0 7	31,23 410	78,104	3 47 377	15
9	2	"	"	9	2			500	110			40	13	50	14	16
								1 637	12 707			16 522	60 692			17
5,130	20 683	62	200	5 217	20 972	200	2 072	18 800	1 18 600	21 902	1 58 569	103	210	10 324	53 973	18
107	567	8 564	16 070	8 761	17 142	1 242	0 950	8 830	57 008	72 346	3,97 997	1 873	7 090	41 612	1 89 617	19
324	978	40	229	373	1 207	678	1 997	2,432	8,812	113	177	2 015	4 399	10,770	40 714	20
3	10	128	364	131	374	177	063	1 691	3 319	3 490	6 120	10	22	330	61	21
7,017	29,338	21 810	79,709	1,07,634	29,460	2 52 097	147 094	16,11,721	139 069	14 50 076	4 111	26 039	68 900	4 69 561		22
399	1 166	1 449	7 703	1,819	8 039	3 603	29 350	32 999	69 1 3	5 314	13 113	4 014	14 683	8 782	18 007	23
30,547	1 33 319	4 022	36 572	44,369	1 66 811	49 691	2 03 850	67 650	3 39 052	30 334	2 70 798	167 006	6 91 790	00 062	419 103	24
14 313	44 943	7 156	36 839	21,469	81,806	9 904	55,378	69 519	3 40 667	108 603	5 00 915	15 011	54 057	60 491	4 60 810	25
8	20	100	204	106	230	115	660	349	3 767	11	67	1	6	849	3,150	26
																27
120	272	1	3	130	275	41	128	6 503	11 010	15 179	37,109	273	579	1,003	2 307	28
"	"															29
		"	"	"				100	301	3 163	10 697			30	115	30
110	1,524	210	2 887	365	4 411	113	2 313	1 468	17 157	24	319	61	737	675	7 977	31
1	3	18	60	19	63	17	49	25	59			21	30	1 001	2 814	32
67	52	"		67	62	83	71	912	696	8	0	3 03	2 444	2 929	2 704	33
		"	"					947	1 314							34
1,507	1,734	6	9	1 513	1,743	1,569	1,619	113	111	"		1 016	1 700	135	132	35
655	1,794			600	1,794			303	1,478	"		338	1,306			36
																37
35	339	15	241	20	589	121	2,637	1,070	12 509	"		23	171	12,636	1,60,441	38
"	"															39
																40
100 031	8,31,693	310 013	13,55 957	614 944	21,59 720	2,0 055	18 39 702	1 031 698	1,08 59 20	1 169 333	80 63 038	1 360 759	8 87 600	2 049 108	1 11 30,426	41
57 100	6 89 514	213 033	10 71,000	379,738	17 81 1 0	251 561	16 72 167	485 187	90 67 745	741 397	40 01 008	1 149 041	18 08 502	1 792 838	94 29 494	42
37 626	1,42,149	106 280	2 83 451	144 206	4 75 600	25 094	2 17 585	228 501	12 76 510	429 006	30 02 639	219 818	10 71 7 3	256 200	17 06,032	43

Principal commodities carried by railways and the

[The total quantity of each commodity represents the total weight conveyed over all railways in India]

NUMBER		Railway system, vide Appendix I	GRAIN AND PULSE—conold								Hides	
Main head	Sub head		(5) Wheat		(6) Wheat flour		(7) Others		TOTAL		(a) Dressed or tanned	
			Quantity	Earnings	Quantity	Earnings	Quantity	Earnings	Quantity	Earnings	Quantity	Earnings
		5' 6" gauge	Tons	Rs	Tons	Rs	Tons	Rs	Tons	Rs	Tons	Rs
1	(a) (b) & (c)	Bengal Nagpur	136 107	13,19 184	4,275	27,380	3 016	11 033	689 961	49 80,043		
2	(a) (c) to (f) & (u) & (o)	Bombay Baroda and Central India	98 343	6 69 031	6 574	51 414	3,448	1 51,644	350 812	10 12 899	7	123
3		Eastern Bengal State	4 702	13 690	7 130	72 487	4 130	13 310	270 977	7 56,774	2,0 8	1,16 376
4		East Indian	3,0 521	21 29 071	36 776	2 60 231	93 316	103 490	1 039 302	20 50 081	1,638	10 490
5		Great Indian Peninsula	257,077	99 27 305	18 643	1 42,605	37,164	2 04 603	911,299	81 50,604	240	5 398
6	(a) to (c)	Madras	2 278	12 860	2 121	15,691	79 673	4 78 609	718 744	10 13 000	1,640	17 253
8	(r) & (b)	Nam's Guaranteed State	2 301	11 668	1 609	6 498	619	3 014	81 133	1 18 712	9	114
9		North Western State	1,137 386	1 40 19 090	51 905	1 39 987	112,601	6,50 126	1 940 433	1,91,73 331	68	631
10		Ondh and Rohilkhand State	190 400	10,51,308	12 664	57 723	103 607	4 75 341	455 001	23,43 70		
		3 3/4' gauge										
11		Assam Bengal	71	378	1 804	11 343	59	369	60 393	317,763		
12		Bengal and North Western	59 610	2 10 032	3 594	4 189	1,3 392	634 040	599 594	21 33 5 0	31	203
13		Bengal Doonars			467	1 584	1 806	7 204	13 423	42 03	214	1,392
14		Bhavnagar Gondal Jinnagar Porbandar	2 012	7 343	2,8	1,117	8 420	21 818	6,500	2 12 042	4	34
15		Burma	2 7 8	12,700	7 611	63 600	8 186	3 937	81,005	40 73 289	140	1 948
16		Deoghur	01	28	60	17			715	212		
17		Dibru Sadiya					430	3,138	18 704	61 247		
18	(c)	Hyderabad-Godavari Valley	19 618	1,23 164	163	941	217	2 143	74 187	4 57 043		1
19		Jodhpur Dikarner	3,0 9	1 44,29	4 218	9 142	39 446	2 940	232 541	10 96 644	16	294
20	(d) to (f)	Madras	40	224	541	4 142	5 303	27 744	30,034	84 073	17	67
21		Morri	530	1,961	41	102	2 143	4 458	8 281	16,068		
22	(b) & (g) to (m)	Pajpattana Malwa	161 501	14 77 342	8,594	58 713	183 479	16 18 723	760 633	60 78 114	29	364
23	(a) & (b)	Poilkund and Kumaon	30 441	10 663	1,584	5 703	32 674	9 333	124,710	3 43 940		
24		South Indian	631	3 339	1 775	9 229	21 580	1 99 051	302 000	17 14 933	880	8 3 2
25		Southern Maharashtra	45 108	18,119	4 494	56 735	24 095	93 847	302 769	17 09 271	2	11
26		Udaipur Chitor	1 349	6 942	59	278	1,561	7,173	5 168	20 678	2	5
		2 6' gauge										
27		Baraset Basirhat										
28		Barst Light	9 961	21 099	9	23	52	119	32,784	70 391		
29		Pukhtarpore Pehar Light										
30		Cateh	12	41	1	4			3 308	11 703		
31		Kalka Simla	216	3 290	096	10,652	314	3 610	3 744	41 099	1	5
32	(e)	Monbhany			11	31	2	3	1,060	2 667		
33	(d)	Parlakimedi Light	14	9	4	4	93	79	5,754	6 023		
34	(c)	Porayan Light	2 340	3 409			1,825	2,984	5 122	7 076		
35		Tarakeshwar Nagra			190	163			1 681	1 667		
36		Tezore Balipara							612	2,531		
		2' 0" gauge										
37		Darjeeling Himalayan		9	1,151	20 945	296	4,487	16 181	1,58 564		2
38		Howrah Amta										
39		Howrah Sheekhala										
40		Jorhat										
		TOTAL 1905	2 573 301	7 46 38 824	181 041	11 40 554	603 76	51 34 170	9,979 518	6 71,40 879	30 659	1,62,106
		TOTAL 1904	3 617 360	3 60 61 920	162 658	11 44,474	4 0 072	21 57 398	9 43,313	6 91,73 340	28 730	1,47,231
		INCREASE			13 293	10,300	493 243	20 17 752	544 174		1,724	16 176
		DECREASE	1 043 058	1 14,24 405						13 22 518		

earnings therefrom during the calendar year 1905

and is therefore not the same as the total production 7

I								II		III		XIII								XIV
HIDES AND SKINS												JUTE								NUM. DER.
(1) OF CATTLE		(2) SKINS OF SHEEP AND OTHER ANIMALS				TOTAL		Horns		Hemp (Indian, and other fibres excluding jute)		(1) Raw		(2) Gunny bags and cloth		TOTAL		Main head.		
(b) Raw		(a) Dressed or tanned		(b) Raw																
Quantity	Earnings	Quantity	Earnings	Quantity	Earnings	Quantity	Earnings	Quantity	Earnings	Quantity	Earnings	Quantity	Earnings	Quantity	Earnings	Quantity	Earnings			
Tons	Rs	Tons	Rs	Tons	Rs	Tons	R	Tons	Rs	Tons	Rs	Tons	Rs	Tons	Rs	Tons	Rs			
10 380	112 111					10 380	112 111	491	2 621	6 931	16 653	10 131	18 825	2, 530	2 69 161	57 673	2 86 990	1		
1,607	17 595	8	139	3,031	31 403	4 709	5 730	81	1 371	1,627	21 211	4 4	7 102	11 278	79 830	11 750	80 011	2		
213	1 401	3 066	16 643	53	367	28 470	1 31 787	120	631	15 105	11 060	7,4313	53 77 76	20 677	67 289	791 030	514 060	3		
27,100	4 23 008	160	3 829	16 400	2 55 600	40,472	6 03,37	586	6 000	26 900	1 04 301	139 4 1	7 39 051	18 399	8 67,074	190 768	16 07 225	4		
4 163	67 012	39	6 7	12 860	1 57 607	17 606	2 30 641	1 000	22 157	9 606	1,14 618	1,331	17 150	31 730	3 30 000	33 181	3 55 115	5		
5 640	41 800	5 618	70 772	2 854	2 60 102	10 82	3 82 082	708	6 570	7 231	41 000	113	897	10 014	1 25 628	10 167	1 26 520	6		
530	4 015		5	2 287	21 613	2 53	26 687	309	2 607	419	3 330	5	61	2 914	21,708	2 340	21 819	8		
12,491	1 40 490	143	1 531	15 913	1 51 131	8 638	2 36 700	337	2 009	680	5 533	174	1 510	18 582	3 81 433	49 7 0	3 65 957	9		
0 128	4 3 8			3 788	17 710	0 916	60,007	460	1,73	11 052	33 801	100	1 278	12 311	71 708	12 549	73 076	10		
734	8 760			48	450	782	9 770	18	101	3,4	1 003	00 223	2 22 761	1 003	6 702	01 2,1	2 28 063	11		
8,073	63 380	17	132	3 709	21 210	10 73	83 009	104	638	1 171	4 651	3 783	24 515	17 540	1 01 139	21 378	1 25 093	12		
						241	1 302					12 079	38 750	11	18	1 001	39 777	13		
148	1 030	17	177	452	2 673	631	3 915	7	48	1	4		0	1 701	5 021	1 701	5 677	14		
2 406	22 460	0	68	38	309	2 640	21 111	31	413	1	20	14	215	17,470	69 708	17 404	70 009	15		
										20	8			60	15	50	15	16		
																		17		
100	2,591	1	0	613	6 316	810	8 000	30	401	70	779		4	2 802	24 820	2 852	21 823	18		
767	6 050	6	1 300	8 409	2 092	15 339		4	20	39	170	10	105	3 4 5	14 507	3 401	14 752	19		
72	260	1	3	603	1 507	633	1 503	0	23	271	906			515	1 637	5 5	1 637	20		
35	116			52	208	87	324	2	13	27	108			147	400	147	466	21		
2,617	30 678	21	2 6	6 587	74 890	0 281	1 06 071	49	643	2 303	12 803	783	6 233	10 972	1 11 124	17 755	1 17 407	2		
1,115	5 095			539	2 298	1 603	8 001	73	360	1 000	8 33	3	10	2 974	0 692	2 327	9 711	20		
3 261	24 60	1 201	20 283	5 987	38 140	11 392	01,553	210	1 640	3 670	53 370	41	317	11 190	50 420	11,030	50 737	21		
1,782	12 760	249	1 191	9 003	61 300	11 116	78 271	439	3 041	2 370	10 016	2	28	9 010	65 132	9 012	60 458	22		
44	158			130	677	181	870		2	16	67	1	8	150	678	156	686	23		
																		24		
3	8			99	200	101	237	6	10	9	27	1	3	1 279	2 031	1 730	2 001	25		
																		26		
																		27		
6	01	1	21	5	70	12	157	1	28	15	221	1	19	109	1 708	109	1,725	30		
				2	5	2	5							32	106	37	108	1		
236	218					296	249	1	1					100	86	105	96	2		
										763	1 111							20		
31	78					31	78					1 110	1 306	4	7	1,141	1 373	32		
												1	2			1	2	33		
310	3 012			5	70	37	4 011	6	123			2	48	203	2 206	207	2 303	35		
																		36		
																		37		
																		38		
01 577	10 33 122	10 633	1 15 605	111 600	11 16 400	217 870	24 27 612	5 621	50 820	92 810	6 09 063	1 077,370	04 59 130	316 315	20 63 074	1 343 035	91 47 401			
81 088	8 86,107	9 400	1 03 910	83 082	8 22 493	203 768	10 53 726	5 200	53 660	67 106	4 90,370	1 020 103	60 86 622	314 201	27,70 127	1,332,674	69,70 719			
0 541	1 47,029	1 118	11 710	27 691	2 07 913	40 107	4 07 886	4 1	2 161	25 601	1 12 680	1 677	3 61 693	2 114		3 041	3 71 605			
															40 103					

Principal commodities carried by railways and the

[The total quantity of each commodity represents the total weight conveyed over all railways in India]

NUMBER		Railway system, vide Appendix I	XIV		XV									
Main head	Sub head		Lac		LEATHER						(1) Ale and beer		(2) Wines and spirits of all kinds including country spirit	
					(1) Unwrought		(2) Wrought excepting boot and shoes		Total					
			Quantity	Earnings	Quantity	Earnings	Quantity	Earnings	Quantity	Earnings	Quantity	Earnings	Quantity	Earnings
			Tons	Rs	Tons	Rs	Tons	Rs	Tons	Rs	Tons	Rs	Tons	Rs
5' 6" gauge														
1	(a), (b) & (c)	Bengal Nagpur	10 312	85 518	1,215	8 70			145	8,770	760	3 025	1 275	11 403
2	(a), (c) to (f) & (n) & (o)	Bombay Baroda and Central India	64	628	980	14 197	019	1 315	1 918	20 612	1 109	14 961	3 653	32,705
3		Eastern Bengal State	1 007	7 420			6	50	6	50	104	4 103	1 081	16 120
4		East Indian	24 107	3 78,930	682	2 830	1 060	30 600	1 012	65 182	6 017	78 052	2,507	70 153
5		Great Indian Peninsula	930	0 191	900	14 360	1,301	10 000	2 200	54 706	9 518	1,37,133	7 694	1,07,703
6	(a) to (c)	Madras "	165	18 0	1 511	20,760	2 900	59 018	4 408	50 778	3 219	33 682	6 038	47 012
8	(a) & (b)	Nizam's Guaranteed State	21	900	1 166	16 764	11	1 600	1 283	18 400	1,790	15 002	312	6,220
9		North Western State	670	15 043	2,700	40 834	1 620	11 773	13 5	80 607	0,377	1 20,457	5 690	1 40,004
10		Oudh and Rohilkhand State	578	3,553	9	100	139	1 223	129	1,332	5 600	21,014	2 674	30 703
3 8 1/2" gauge														
11		Assam Bengal	619	6 011			4	70	4	70	101	862	206	2 031
12		Bengal and North Western	2 431	13 410	133	208	115	1 276	278	1 784	63	350	232	2 669
13		Bengal Doonars	5	02									1	8
14		Bhavnagar Gondal-Junagadh Porbandar	24	86	200	1 02	30	267	260	1 760	40	263	157	1 488
15		Burma	1 237	19 000	42	567	6	1 428	103	1,790	2 415	22 008	742	11,847
16		Deoghar	00	29									10	3
17		Dibru Sadiya									70	000		
18	(c)	Hyderabad Godavari Valley	9	119	12	123	57	750	60	912	30	151	43	497
19		Jodhpur Bikaner	357	1 993	117	1 970	111	1 583	208	2 562	71	661	61	787
20	(d) to (f)	Madras			3	60	3	11	6	96	1,000	3 900	300	2 617
21		Morvi	4	13		3	23	100	23	103	1	3	3	24
22	(b) & (g) to (m)	Rajputana Malwa	480	1,911	935	13 111	345	8 163	1 981	19 504	2 017	23 930	1 618	23 374
23	(a) & (b)	Rohilkhand and Kumaon	167	849	5	35	00	197	30	232	1 151	6,312	176	2 209
24		South Indian	203	1 239	12	39	13	1 3	25	212	333	2 189	3 464	25,604
25		Southern Mahratta	62	874	9 9	9 503	161	1,910	1,160	10 622	1 307	11 303	2 910	21,337
26		Udaipur Chitor	1	0	17	07	10	70	27	172	1	21	8	60
2 6" gauge														
27		Baraset Basirhat												
28		Barsi Light				1	5	10	5	20			5	15
29		Bukhtiarapore-Bihar Light												
30		Cuteh			8	30			8	30				
31		Kalka Simla		10	6	118	21	512	27	660	1,703	10 706	142	2 703
32	(c)	Mourbhanj											1	
33	(d)	Parlakumedi Light									1	2	70	61
34	(e)	Powayan Light												
35		Tarakeshwar Magra	1	1										
36		Tezporo Balipara											23	101
2 0" gauge														
37		Darjeling Himalayan	1	32	3	49	4	121	6	170	723	6,517	167	5112
38		Howrah Amta												
39		Howrah Shealkhala												
40		Jorhat												
TOTAL 1905			41,140	6 60 430	11 935	17 50	9 231	1 01 540	21 170	3 62 060	51 171	5 24 7 3	41 081	58 00 335
TOTAL 1904			41,612	4 40 208	10 933	1,73 350	5 497	1 00 732	16 430	2 76 0 2	52 150	5 00 499	36 663	5 60 536
INCREASE			2 508	1 07 220	953		3 737	68 513	1 600	80 933		1 00 21	4 418	80,600
DECREASE						2 830					879			

DJX 17—continued.

earnings therefrom during the calendar year 1905

and is therefore not the same as the total production]

XVI				XVII—(contd on following page)														Number	
LIQUORS				METALS														Main head	
(3) All other sorts including toddy and fermented liquor other than ale and beer		Total		(1) Brass unwrought		(2) Brass wrought		(3) Copper unwrought		(4) Copper, wrought		(5) IRON AND STEEL							
												(a) Cast		(b) Unwrought		(c) Wrought			
Quantity	Earnings	Quantity	Earnings	Quantity	Earnings	Quantity	Earnings	Quantity	Earnings	Quantity	Earnings	Quantity	Earnings	Quantity	Earnings	Quantity	Earnings		
Tons	P's	Tons	P's	Tons	Rs	Tons	P's	Tons	Rs	Tons	Rs	Tons	Rs	Tons	Rs	Tons	Rs		
		1,085	14 573			1 869	21 477			330	3 310	559	7,064			20,737	1 20,180	1	
412	2 547	5 233	50 503	1,861	25 079	791	10 601	824	11,477	490	6 735	1 076	22 091	619	6 240	25,197	2 77 419	2	
		1 475	10 319	347	3 148	2 422	21 500	261	1,400	1,076	4 340	601	1,371	245	658	31 161	1 83,603	3	
306	2 433	9 810	159 718	1,200	18 783	7 071	81 463	113	2 406	822	10 736	20 861	1 70 314	61 759	1,12 163	67 560	5 82 751	4	
119	571	17 805	2 45 457	9 027	76 001	2 631	57,577	1 300	22 077	1 701	32 736	2 841	45,600	12 608	1,89 099	49 304	7 81 143	5	
3 303	11 580	12 600	62 209	663	6 211	1 611	16 537	93	1 017	270	2 206	676	3,021	1,085	17,122	29 008	1 71,322	6	
1,070	8 500	3 009	29 739	125	941	310	3 603	223	1,418	80	983	240	2 488	2 801	10,511	1,890	21 173	8	
410	6 395	15 006	760 176	900	8 337	2 181	38,218	283	3,007	1 214	18 068	1 207	18 514	1,436	11 595	4,009	7,16 781	9	
		8 200	67,647	239	1 244	3 613	21 807	22	191	326	2 109	1,230	6 609	0	11	13 006	73,892	10	
		307	2 593			243	2 007			7	39	81	459	17	86	2 778	21,122	11	
		295	3,061	100	1,213	1 720	13 006	5	31	136	1 770	903	5 591	407	2,109	7 505	44 723	12	
		1	8			3	12									1 003	8 220	13	
		197	1 701	200	680	202	1,727	80	374	97	706	203	1 010	236	1,132	1 060	6 231	14	
2	16	3,169	31 771	63	669	210	3 102	18	226	67	1,187	305	3,070	86	401	6,453	54,702	15	
		19	3	10	9	20	7					160	47	100	32	50	14	16	
		70	905									2 390	20 315					17	
780	4 474	607	5,112	22	109	190	2 402	1	12	18	240	79	681	761	7,327	2 700	21 008	8	
20	233	103	1 091	15	69	176	1,381	7	70	67	469	19	130	217	905	2 748	11 689	18	
63	427	1 397	6 090	1	2	26	125	4	20	23	121	27	213	82	167	1 436	6,698	6	
19	131	23	165	1	4	22	120			9	39	91	331			293	1,370	19	
83	4 6	4 519	47,790	2 086	45,071	2 063	27 412	851	10 537	470	5,420	1 168	14 409	1,340	7 002	20 142	2 03,866	2	
		1,377	8 571	75	318	317	1 606	4	16	68	931	239	702	76	356	3 037	15,907	20	
721	3 703	1 519	31 361	1 017	7 717	977	10 219	132	1,105	108	1 912	202	4 251	2,319	12 663	9 463	78 869	21	
6,318	26 003	10,656	69 383	253	3,521	1,174	11,836	274	3 540	639	6 322	770	6 410	5 930	34 450	6 866	63 590	22	
		9	100	1	10	10	139			9	4	25	2	6	9	54	206	1,162	23
																			24
		5	16	4	9	41	173	2	5	35	96	1	3	143	334	832	1 939	25	
				1	2	1	3												26
												45	130						27
7	203	1 802	13 702	3	56	26	410		2	5	101	108	3 420	129	2 118	590	9 814	30	
4	13	4	14			3	8					6	1	2		16	42	1	
		71	63			6	6			1	1	8	42			62	70	1	
												214	962					23	
						11	21											32	
		23	151					40	351									33	
		505	11,670			41	963			18	409	31	749			440	0 415	35	
																		36	
																		37	
																		39	
14,661	67 201	106,813	11 79 202	13,401	2,00 004	30 808	3,42,141	4 562	70,156	8 008	1,08,511	37 439	3,40,290	90,400	1 27,359	836 860	34 03,404		
19,631	63 731	102,491	11 23,391	14 376	2 21,810	29 513	3 74 234	6 055	1,06 725	6 562	90,495	34,314	3 51 110	69,321	4,51,591	301 455	93,15 327		
980	4 003	4 419	49 926			1,295	17,010			1,146	9 919	3 094		27,805		30,405	1,78,077		
				975	21 559			1 703	36,570				10 815		21 202				

Principal commodities carried by railways and

[The total quantity of each commodity represents the total weight conveyed over all railways in India]

NUMBER		Railway system vide Appendix I	XVII						XVIII							
Main head	Sub head		METALS—concluded						OILS							
			(5) Iron and steel —concluded		(6) Others		Total		(1) Kerosine		(2) Castor		(3) Coconut		(4) Mustard and rape	
			(d) Manufactures		Quantity	Earnings	Quantity	Earnings	Quantity	Earnings	Quantity	Earnings	Quantity	Earnings	Quantity	Earnings
			Quantity	Earnings												
		5' 6" gauge	Tons	Rs	Tons	Rs	Tons	Rs	Tons	Rs	Tons	Rs	Tons	Rs	Tons	Rs
1	(a), (b) & (c)	Bengal Nagpur	3,593	45,787	230,027	3,114,64	271,274	5,17,77	27,872	2,71,311	2,000	21,473	1,389	19,044		
2	(a) (c) to (f) & (n) & (o)	Bombay Baroda and Central India	14,761	2,00,910	33,447	1,61,300	70,162	7,31,793	15,723	1,65,365	1,177	13,112	807	10,700	393	4,007
3		Eastern Bengal State	11,217	52,557	4,752	27,076	67,063	2,98,569	11,349	3,12,607	59	632	1,250	9,317	5,900	20,568
4		East Indian	18,847	9,18,012	0,769	1,47,093	178,699	13,61,114	89,751	7,90,000	2,320	19,772	2,008	18,703	6,540	73,026
5		Great Indian Peninsula	11,078	3,23,574	170,034	13,14,134	269,800	23,45,910	55,993	7,69,024	1,760	18,010	2,991	31,197	51	603
6	(a) to (c)	Madras	11,763	1,10,794	2,030	70,335	39,702	3,43,710	31,763	2,17,800	4,480	16,105	4,677	42,633	16	104
8	(a) & (b)	Nizam's Guaranteed State	914	11,150	750	8,569	7,339	70,500	1,600	3,700	103	1,679	238	2,009	6	92
9		North Western State	16,249	3,31,174	5,701	53,152	74,669	12,77,816	10,310	3,53,310	921	5,794	1,089	15,600	3,707	20,616
10		Oudh and Rohilkhand State	3,760	27,211	817	1,677	23,601	1,35,831	10,870	63,577	273	1,013	150	900	1,470	12,753
		3' 3½" gauge														
11		Assam Bengal	1,050	17,669	1,306	13,157	6,150	57,469	16,704	49,333	40	327	94	703	1,033	9,504
12		Bengal and North Western	5,308	35,815	2,764	21,739	10,333	1,76,000	24,569	1,00,193	362	2,234	202	1,586	563	4,641
13		Bengal Doonars	154	1,106	160	3,757	1,410	13,005	2,049	8,200	0	5	2	8	267	1,700
14		Bhavnagar Gondal Junagar Porbandar	663	4,003	210	1,204	3,100	17,737	3,003	11,706	132	670	104	524	115	234
15		Burma	8,733	90,800	231	2,206	15,713	1,57,037	8,002	70,224	90	1,554	593	9,803	10	273
16		Deoghur					330	103	120	29	13	3	5	2	8	3
17		Dibru Sadia			870	7,111	3,720	27,420	7,713	18,200						
18	(c)	Hyderabad Godavari Valley	309	4,167	189	2,814	3,635	43,170	1,378	11,700	50	500	133	1,408	2	4
19		Jodhpur Bikaner	560	4,673	371	2,803	4,189	2,781	810	4,022	218	1,620	40	204	161	749
20	(a) to (f)	Madras	367	2,034	67	67	2,002	10,760	1,767	4,324	24	52	709	2,510		
21		Morvi	128	562	39	199	656	2,631	181	401	10	22	12	46	18	72
22	(b) & (g) to (m)	Rajputana Malwa	4,796	71,110	34,081	80,370	66,963	4,75,157	9,212	77,330	1,109	7,339	401	8,511	500	3,358
23	(a) & (b)	Rohilkund and Kumaon	191	1,375	240	1,166	1,206	27,130	2,176	6,045	50	173	6	23	142	818
24		South Indian	6,800	75,507	1,471	13,917	22,064	2,02,030	2,000	1,42,517	3,370	22,008	1,731	6,679	411	1,614
25		Southern Mahratta	4,317	49,147	5,475	37,130	21,723	2,04,976	77,003	1,70,676	603	6,599	1,623	10,003		
26		Udaipur Chitor	26	173	44	234	311	1,600	159	1,023	0	22	0	24		1
		2' 6" gauge														
27		Baraset Basirhat														
28		Barso Light	117	313	10	56	1,167	2,008	40	9,6	3	11	92	254		
29		Bukhtarpore-Bihar Light														
30		Catch					47	130	5	15			6	14		
31	(c)	Kalka Simla	192	3,913	78	2,107	1,221	21,941	439	6,233	3	43	1	31	3	43
32	(d)	Mourbhanj	5	22	3	6	28	86	11	46						
33	(e)	Parlakmedu Light	1	2	11	14	119	130	209	116	1	1	2	3		
34		Powayan Light					214	363								
35		Tarakeshwar Nagra	9	15			20	39	33	52					181	241
36		Terapore Bahpara					49	304								
		2' 0" gauge														
37		Darjeeling Himalayan	573	10,383	160	3,783	1,220	2,001	812	12,375	6	71	4	62	443	6,354
38		Howrah Amta														
39		Howrah Sheekhala														
40		Jorhat														
TOTAL 1900			1,90,393	17,07,390	512,091	22,75,979	1,168,772	8,70,605	537,320	37,53,190	19,707	1,41,900	29,000	1,04,400	21,641	1,87,769
TOTAL 1904			112,312	14,10,766	295,613	14,37,778	869,781	77,18,848	506,693	3,04,221	70,600	1,34,143	16,420	1,59,700	16,630	1,39,029
INCREASE			10,086	2,96,624	216,358	8,38,151	793,971	1,40,650	30,663	2,11,109		6,974	4,703	10,213	5,190	48,740
DECREASE											813					

DIX 17—continued

the earnings therefrom during the calendar year 1905

and is therefore not the same as the total production]

XIX—(continued on following page)																		Main head
OIL SEEDS																		
(a) Others		Total		(1) Castor		(2) Earthnuts		(3) Linseed		(4) Poppy		(5) Rape and mustard		(6) Til or jingih		(7) Cotton seed		
Quantity	Earnings	Quantity	Earnings	Quantity	Earnings	Quantity	Earnings	Quantity	Earnings	Quantity	Earnings	Quantity	Earnings	Quantity	Earnings	Quantity	Earnings	
Tons	Rs	Tons	Rs	Tons	Rs	Tons	Rs	Tons	Rs	Tons	Rs	Tons	Rs	Tons	Rs	Tons	Rs	
2 030	18 854	34 402	3 74 682					21,301	2 07 593			9 204	75,002	22 720	1,95 000			1
4 544	49 684	22 011	3 40 967	24 762	2,03 201	1,040	15,440	8 146	81,278	8 244	67,332	20,010	1,61,100	27 614	2,13 105			2
1 126	2,710	163,741	3 65 080	383	694			17,919	59 129			30,081	1 19 692	827	2 703			3
3 300	18 907	102 070	9 67 650	30 332	2 04 630	175	1 000	104,170	7 57 442	38 234	2,70 605	130 200	10 60 819	15 213	1 10 620	44 601	2 13 030	4
20, 30	2 2 833	31 030	10 6 510	14 010	03 703	11,007	1,34,281	151,753	17,73 016	14 143	1 62 302	16 137	1 80,166	80 000	9 18 503	186,3 6	10 80 533	5
10,676	61,016	51 621	3 40 841	37 670	1,04 015	3 1 2	13 007	418	1,670	51	410	604	4 888	20 620	1,12,133			6
533	1,031	5 535	14 037	16 069	2 42 204	53	373	9 0 0	21,431	123	606	156	710	18 583	1 10 605	5 622	23,204	8
5,139	49 994	29 171	1 89 704	903	5 040	329	4 070	2,163	10,681	534	3 02	50 117	3 09 003	18 030	1 40 5 3	69 000	4 31,210	9
600	1 523	10,462	1 02,700	1 273	18 102	69	447	5 001	21,607	14 012	63 577	9 223	39 730	4 104	17,000			10
131	1,4 9	10,507	61 403	11	25	4	10	63	104	5	14	2,774	10 000	1 300	3,884	9	76	11
304	23.0	20 3 0	1 11 2.5	4 780	14 392	50	186	36 043	1 61,747	7,037	37 167	39 130	2 02 848	309	1 342			12
6	2	2 310	9 000									1 733	5,191					13
711	3,223	4 65	16 410	2 706	0 060	201	1 373	4	10	280	730	6 4	4 555	4 040	11,782			14
9,416	81,701	19 418	1 75 600	16	102	1 600	10 4 6	6	39	2	35	8	77	6 203	30,819			15
89	4	230	71	30	10			10	3	8	3	20	10	4	2			16
		7,213	18 2 0															17
2,304	24 727	3,802	30,090	3 4	1,019	101	768	33 060	2,28,700	43	203	209	1,619	2 587	21,002	23 114	1,49 009	18
770	4 586	2,008	12 272		1	34	198		7	3	12	2 689	12 100	8,372	34 420			19
632	2 0 9	2,053	8 045	4	23	56	103					2	5	490	813			20
131	541	3.2	1 182			8	30			1	1			1,430	2 996	1,212	2 300	21
2 063	21 646	13,435	1,18,218	10 800	43 895	1,173	14 000	7 040	43 307	10,3 09	81 371	31,003	1 78,534	20,0 0	1 60 040			22
63	541	2,301	8 000	2,608	6 456	18	104	1 209	2 362	1,700	2 408	4 786	10,007	711	1 860			23
11,603	40 601	41 600	1 19 249	4 130	20 312	09 491	1 19 592	2	24	21	142	1 018	5 730	20 052	1 54 090			24
7 484	53 074	37,178	1,43 3 2	6 277	33 372	3,3,7	10 209	8 403	67,749	460	4 670	693	3 9 0	15,083	07,161	20 771	1,32 068	25
12	60	212	1 120			9	67	22	57	482	097			200	657			26
																		27
520	2 180	1 330	3,430	309	691	2 2 2	5 007	14 601	31,364	14	34	304	809	070	2 100	2 413	5 163	28
		10	29	45	11									11	30			29
29	633	474	6 003		1			1	17				4		5	9	107	30
1	4	15	60					3	8			9	40		2			31
0	7	221	127	3	3			3	2			20	02	100	102			32
		211	293									231	967					33
30	254	20	254									100	256					34
81	1 434	1 348	20 310					1	20			2	49		3			35
																		36
																		37
																		38
80 384	7,18 035	6 57 702	0 00 052	100 416	10,10 000	124 905	3 70 910	400,707	14 58,400	00 603	7 12 181	307,120	24 03 237	303,836	23 61 009	300 077	20 41,004	
75,008	5 36 000	63,310	4,10 003	265 370	14 20 004	163,468	3,64 006	870 623	60 41 200	137,002	10 80,007	500 619	14 40 621	406 081	31,97 489	209 564	20 60 310	
11,200	1,82 000	50 450	1 04 009				16 013									110 463	8 81 694	
				65,045	1 07,013	28,663		447,726	31,85,906	40,304	3 73,320	100,400	19 47,384	07,445	8 00,481			

Principal commodities carried by railways and

[The total quantity of each commodity represents the total weight conveyed over all railways in India

NUMBER		Railway system and Appendix I	XIX.				XX		XXI		XXII			
Main head	Sub head		OIL SEEDS—concluded				Opium		Paper and paste board		PROVI			
			(8) Others		Total						(1) Dried fruits and nuts		(2) Ghee	
			Quantity	Earnings	Quantity	Earnings	Quantity	Earnings	Quantity	Earnings	Quantity	Earnings	Quantity	Earnings
		Tons	Rs	Tons	Rs	Tons	Rs	Tons	Rs	Tons	Rs	Tons	Rs	
	5' 6" gauge													
1	(a) (b)	Bengal Nagpur	16 14 ⁰	73 46 ⁰	69 307	6 52 108	72	2 118	1 217	1 ⁰ 542	10 313	78 3 ⁰ 1	3 854	47,864
2	(a) (c) (a) to (f) & (n) & (o)	Bombay Baroda and Central India	7,394	62 76 ⁰	93 039	7,90 370	1,423	59,546	2 298	35,146	20 256	2 22,243	5 771	71,805
3		Eastern Bengal State	653	2 608	55 54 ⁰	1 84 970	9	62	7,690	9 268	42 ⁰	1 523	669	5 040
4		East Indian	9 497	63 013	372 430	26,67,697	8 897	2 07,591	10,2 ⁰ 9	1,76 037	0 401	60 861	18,849	3 98,719
5		Great India Peninsula	28 2 ⁰ 2	2 56 271	503 46 ⁰	55 33 040	503	21 401	3 110	50 704	39 675	0 ⁰ 90 881	14 115	1 84,775
6	(a) to (c)	Madras	90 981	3 42 758	128 803	6 78 863	109	1,0 ⁰ 8	1,280	17,107	12,877	4,7 ⁰ 4	5,304	50 180
8	(a) & (b)	Nizam's Guaranteed State	4 3 ⁰ 0	13 037	83 485	4 12,310	49	1 589	674	7 935	10,577	67 99 ⁰	671	7 08 ⁰
9		North Western State	69 123	8 49 290	231 4 ⁰ 0	18,61 ⁰ 61	71	9 ⁰ 7	3 430	57 128	23 810	4 16 018	11 303	1,79 6 ⁰ 2
10		Ondh and Rohilkhand State	18 163	76 318	56,5 ⁰ 0	2 37 452	1 477	33 498	2,410	14 4 ⁰ 0	1,064	16,848	3 249	18 034
		3 31" gauge												
11		Assam Bengal	22	160	4 638	14 971	1	18	114	5 ⁰ 5	860	5,808	223	1 007
12		Bengal and North Western	7 861	3 ⁰ 726	9 ⁰ 177	4 43 198	7 531	1,02,495	3 230	8 140	1,262	15,554	3 691	3 ⁰ 980
13		Bengal Doonars			1,739	5 191								
14		Dharmnagar Gondal Junagadh Porbandar	15 53 ⁰	49 495	21 375	77 213	11	188	198	1,167	2 480	10 562	1,682	11 434
15		Burma	1	67	7 691	43 6 ⁰ 4	23	441	576	8,164	992	7,78 ⁰	1 034	14 763
16		Deoghur	40	12	122	40							49	12
17		Dibrui Sadiya									66 ⁰	5 9 ⁰ 2		
18	(c)	Hyderabad Godavari Valley	5 4 ⁰ 3	3 ⁰ 590	66 13 ⁰	4 36 053	13	708	216	2 797	1,952	21 215	590	7,143
19		Jodhpur Bikaner	12 010	47 240	21 014	93 033	68	472	83	734	2 069	12 483	6 113	51,03 ⁰
20	(d) to (f)	Madras	1,783	3 500	2 341	4 570	36	56	48	278	6 ⁰	223	265	541
21		Morvi	127	265	2 783	5 392	9	71	59	310	105	368	6 ⁰	214
22	(b) & (g) to (m)	Rajputana Malwa	7,897	1 ⁰ 001	103,041	5 72 071	2 477	4 ⁰ 490	1,815	30 567	13 ⁰ 901	1,72 8 ⁰ 4	9 520	1,02,493
23	(a) & (b)	Rohilkhand and Kumaon	57	172	11 034	20 42 ⁰	18 ⁰	1 644	115	485	168	1,288	219	1,125
24		South Indian	3 510	1 ⁰ 530	133 439	3 47 4 ⁰ 9			2 117	39,108	478	3 360	1 215	9 33 ⁰
25		Southern Mahratta	8 187	33 719	60 188	3 81 073	15	707	9,001	29 615	2 12 327	5 188	39 233	
26		Udaipur Chitor	211	933	933	2 711	120	757	38	254	4 ⁰ 6	2 365	140	771
		2' 6" gauge												
27		Barasat Basirhat												
28		Bar Light	1 520	3 003	2 ⁰ 681	40 110			40	110	5 ⁰ 0	1 480	59	184
29		Bukhtiarpore Behar Light												
30		Cutch			56	56			4	12	321	1,132	5	14
31		Kallia Simla	15	263	2 ⁰	492	7	183	269	7 775	48	84 ⁰	50	785
32	(c)	Monrubhanj	289	919	300	1 004			12	51	1	5	6	15
33	(d)	Parlakimedi Light	93	82	290	211			1	4	8	6		
34	(e)	Lowayau Light			231	367								
35		Tarakshrar Wagra			19 ⁰	2 ⁰ 6			8	8			20	3 ⁰
36		Tarpore-Balipara	7	51	7	54							23	149
		2 0' gauge												
37		Darjeeling Himalayan			3	71		8	190	2,790	31	663	10	354
38		Howrah Amt.												
39		Howrah Sheekhala												
40		Jo hat												
TOTAL 1900			2,0018	0 05 923	2,163,716	1,53 56 554	22,894	4 72 179	42,0 ⁰ 4	5 00,689	182 660	20 57,516	93 904	11,01,2 ⁰ 1
TOTAL 1901			206 5 ⁰ 5	20 80 3 ⁰ 0	2 02 ⁰ 732	2 12,74 543	24,193	5,21,3 ⁰ 3	44 194	5,17,180	103,561	21,65 5 ⁰ 7	98 637	12,23,920
INCREASE			13 003											
DECREASE				74 457	750 910	50 17 9 ⁰ 9	1 869	42 174	2 700	10,402	10 89 ⁰	1,09,011	4 633	32 678

DIX 17—continued.

the earnings therefrom during the calendar year 1905

and is therefore not the same as the total production]

XXIII																XXIV				Main head
RAILWAY PLANT AND ROLLING-STOCK CARRIED FOR THE PUBLIC AND FOREIGN RAILWAYS																Salt.				
(3) Others		Total		(1) Locomotive engines and tenders and parts thereof		(2) Carriages and trucks and parts thereof		(3) Materials						Total						
								(a) Steel rails and fish plates		(b) Sleepers and leys of steel and cast-iron		(c) Others								
Quantity	Earnings	Quantity	Earnings	Quantity	Earnings	Quantity	Earnings	Quantity	Earnings	Quantity	Earnings	Quantity	Earnings	Quantity	Earnings	Quantity	Earnings	Quantity	Earnings	
Tons	Rs	Tons	Rs	Tons	Rs	Tons	Rs	Tons	Rs	Tons	Rs	Tons	Rs	Tons	Rs	Tons	Rs	Tons	Rs	
4 307	00,130	18,564	1,80,321	140	1,228	28	589	830	3,716	23	553	88 018	4,53 808	87,030	4 59 903	115,179	0 00,409			
20 305	1 40 859	46 332	4 34 007	577	1,291	882	4 227	27,859	1 54 081	2 311	11 387	34 227	1 59,814	6,050	3 31,200	172,005	5 31 245			
10 000	08 477	11,750	73,439	109	129	339	396	529	455	105	138	10 884	28 182	18 115	29,378	82,330	4 17 091			
79,155	8,87 524	104 408	13 58,107	1 890	15 830	138	1,053	25 520	1 90,838	0 851	49 535	101 245	6 00 718	225,589	0 94,030	239 701	11,47 089			
45 383	4 46 976	99 153	12 54,132	341	3,018	262	3 418	11,834	89 123	6 021	48 368	8 114	59 500	27 075	1 87 503	204,005	10,76 296			
89,416	8,98 172	107,127	7,25 078	305	1 165	2	4	1 493	8 757	332	1 011	626	3,411	3 013	14,318	105,640	4,88 310			
3,290	22 529	14 843	1,18,508	1	4			138	1 636					137	1,640	35 370	1 78 808			
10,550	1 83 541	45,023	7,30,181	10	24			1 020	15 151	0 492	37,930	92,713	5 70 232	100,235	8 23 307	105 000	6 78 090			
1,150	10 735	6 363	4,817					412	1 403					14,005	34,031	15 347	30 031	62 040	3 20,511	
5,578	45 033	6 881	57,749					95	1,406					509	1,013	604	2,410	18 204	70 004	
20,549	91 419	30 501	139,059				680	18	18	2	2	756	703	774	1,558	111 901	4 44 379			
813	4,007	812	4,007					26	43					1 061	727	1,087	770	4 321	12,009	
4 733	23,003	8,895	46 221	27	232	64	277							4 122	6 431	4 213	6,940	5,709	0 050	
44 690	4 21 143	43 632	4 46 097					202	502							202	502	20 670	3 12 426	
		40	12															2 410	398	
		605	5 052															777	2 001	
5,239	24 299	7,781	57 657															10 767	9, 229	
1,618	8 806	10 470	73 271	408	1 355	125	918	1,263	1 505	147	300	4,176	14,018	0,179	18 490	19 274	01,908			
5,044	21,017	5 914	27 099	126	677			1,200	6 336	1 419	6,457	92	130	2,777	13 639	3 211	5 358			
451	1,270	624	1 832					729	1 741			8	14	737	1,255	416	649			
10,773	70 494	33 850	3 50 810	206	401	322	2,207	21 764	09 213	2,343	5,208	110 832	1 43,550	144 059	2,70 674	207,346	35 54 125			
412	4 220	790	8 639	0	32							956	2 044	957	1 707	1 919	3 783	14 518	42 005	
28 970	1,81 077	30 618	1,04 372	330	010	367	744	251	1 011	73	99	223	880	1 244	3 600	78 440	2 97 345			
20 241	1,33,050	55,047	3 84 610	201	123	1,109	2,347	2 788	11 833	1,170	2 818	14 003	50 727	10,301	69 151	52 361	4,18,366			
300	1 285	859	4,421					6	21			3	5	0	28	921	3 819			
81	231	699	1 890													4 490	9 098			
		376	1 146																	
4 011	35 791	5,007	37 421													787	8,050			
30	80	37	100									8	7	8	7	447	1 032			
20	18	28	24											1	1	353	155			
																210	353			
		20	35													122	155			
		23	149							47	246			47	240	11	64			
1 920	20 302	1 000	30 379													1,097	16 814			
470 111	30 47 059	701 681	07 81,438	4,977	76 875	3 638	17,069	07,458	5 45 374	29 251	1,66 238	590 722	21 80 215	725 940	207,44,720	1,738 049	1,07,23 782			
413,792	34 30,376	705 890	08 10 831	3 794	14 655	18 909	47,932	94 818	6 64 009	21 193	78 265	530 251	22 80 899	609 506	30 80,536	1,647 200	1,02 32,706			
11 910	1,12,294			1,533	12,140			2 510		8 008	57 003	60,471		55,399		90 637	4,91,070			
		4 200	23,330			16,267	25 914		118,835				91 680		130 116					

Principal commodities carried by railways and

[The total quantity of each commodity represents the total weight conveyed over all railways in India]

NUMBER		Railway system, vide Appendix I	XXV						XXVI									
Main head	Sub head		SALTPETRE AND OTHER SALINE SUBSTANCES						SILK									
			(1)		(2)		Total		(1) Raw				(2) Piece goods				Total	
			Saltpetre		Other saline substances				(a) Foreign		(b) Indian		(a) Foreign		(b) Indian			
		Quantity	Earnings	Quantity	Earnings	Quantity	Earnings	Quantity	Earnings	Quantity	Earnings	Quantity	Earnings	Quantity	Earnings	Quantity	Earnings	
		Tons	Rs	Tons	Rs	Tons	Rs	Tons	Rs	Tons	Rs	Tons	Rs	Tons	Rs	Tons	Rs	
	5' 6" gauge																	
1	(a) & (b)	Bengal Nagpur								58°	9 665					582	9 665	
2	(a) & (c)	Bombay Baroda and Central India	1,609	14,344	1,367	17 070	2,976	31,414	301	7,782	67	1,471	01	1,061	66	2 016	408	13,329
3	(a) & (d)	Eastern Bengal State	41	230	4 996	13 041	4 267	13 876			148	1 474				148	1 474	
4	(a) & (e)	East Indian	18 570	2 09,191	20 631	1 56 173	30 111	3 05 360			881	12 121			181	5 230	1 065	17,357
5	(a) & (f)	Great Indian Peninsula	659	8 664	3 801	47 360	4,460	54 233	184	2 587	86	0 231	31	2 481	7	377	316	11 729
6	(a) & (g)	Madras	321	3,263	143	2 071	469	6 968			502	0 390	2	10	6	37	610	9,442
7	(a) & (h)	Nizam's Guaranteed State	119	700	881	6 600	1,000	7 461		1	8	1	7	1	43	3	50	
8	(a) & (i)	North Western State	6 059	32 372	8 013	70 170	14 065	1 07 544	210	3 574	130	2 830	26	773	41	943	418	8 009
9	(a) & (j)	Orissa and Bilahikhand State	730	2 727	190	800	920	3 527							1	13	1	13
	3' 3 1/2" gauge																	
11	(a) & (k)	Assam Bengal	4	18		2	4	20		20	242					5	20	
12	(a) & (l)	Bengal and North Western	11 351	42,757	6,140	26 061	17,431	63 316		9	91			3	61	12	166	
13	(a) & (m)	Bengal Doars			117	247	117	247										
14	(a) & (n)	Bhavnagar-Gondal Jn. and Porbandar	69	282	10	41	79	300	5	33	6	10				10	46	
15	(a) & (o)	Durma	4	60	30	560	41	607	63	1 803	2	67	6	200	2	46	73	2 333
16	(a) & (p)	Deoghar																
17	(a) & (q)	Dihru Sadiya																
18	(a) & (r)	Hyderabad Godavari Valley	51	418	177	1 330	228	1 763	4	80	1	32			1	32	6	148
19	(a) & (s)	Jodhpur Bikaner	540	2 037	1,682	8 220	2,111	11 16	16	47	3	11	1	5		9	10	72
20	(a) & (t)	Madras	40	272	1	2	41	231			1	7				1	7	
21	(a) & (u)	Morvi	14	21			14	21										
22	(a) & (v)	Rajputana Malwa	8 150	50 917	2 910	18 974	10 366	71 891	198	9 605	11	673	60	3 734	47	2 653	316	16 116
23	(a) & (w)	Pohilkund and Kumaon	120	295	603	2 271	1 018	3 568										
24	(a) & (x)	South Indian	503	2 885	16	108	603	3 003	2	55	21	109			5	27	23	284
25	(a) & (y)	Southern Mahratta	200	2 400	240	1,801	510	4 260	178	3,218	217	1,490					425	4,730
26	(a) & (z)	Udaipur Chitor	41	218	21	78	62	200										
	2' 6" gauge																	
28	(a) & (aa)	Baraset Basirhat																
29	(a) & (ab)	Baraset Light	1	4	46	113	47	110	2	0						1	2	16
30	(a) & (ac)	Bukhtarpore Behar Light																
31	(a) & (ad)	Cutch	1	3			1	3										
32	(a) & (ae)	Kalka-Simla	7	6	135	6	140			1				1	1	10	21	
33	(a) & (af)	Nonrbanj																
34	(a) & (ag)	Parlakimedi Light																
35	(a) & (ah)	Powayan Light																
36	(a) & (ai)	Tarakeshwar Magma			2	3	2	3										
37	(a) & (aj)	Terapore Bahpara																
	2' 0" gauge																	
39	(a) & (ak)	Darjeeling Himalayan																
40	(a) & (al)	Howrah Amta																
41	(a) & (am)	Howrah Sheekhala																
42	(a) & (an)	Jorhat																
	TOTAL 1905		40 941	3 77 810	50 873	3 78 683	100 097	7 57 493	1 174	23 978	2 730	40 028	100	8 687	362	11 570	4 495	65 213
	TOTAL 1904		57,592	4 0 800	47,020	3 56 721	104 617	7,80 5 0	1 421	35 653	2 200	38 770	200	9 710	479	15 673	4 366	1 00 01
	Increase				3 793	23 960					460	7,440					97	
	Decrease		8 318	51,980			4,620	23 027	247	0 675			19	1 053	108	4,353		4 632

and is therefore not the same as the total production]

XXVII														XXVIII				Main head
Spices														Stone and lime				
(1) Betel nuts		(2) Cardamoms		(3) Chillies		(4) Ginger		(5) Pepper		(6) Others		Total						
Quantity	Earnings	Quantity	Earnings	Quantity	Earnings	Quantity	Earnings	Quantity	Earnings	Quantity	Earnings	Quantity	Earnings	Quantity	Earnings			
Tons	Rs	Tons	Rs	Tons	Rs	Tons	Rs	Tons	Rs	Tons	Rs	Tons	Rs	Tons	Rs			
8 00	6,880			7 534	81 010					6 712	49,350	22 461	1 90 255	74,810	1 69 721			
1 160	22 507	110	2 186	2 329	23 782	1,20	14 354	8 95	16 44	0 461	1 00 267	15 1 1	1,78,551	50 801	1,46 181			
15,538	1 13 742	307	6 237	6 212	41 810	1 120	16 701	240	3 891	2,5 98	15 566	2,6,343	1,67 856	31,115	41,443			
11 6 0	2 51,553	460	13 065	11 819	2 12 517	1 433	11 4 6	1,108	28 601	11 450	1,84 031	37 791	7,05 743	340 187	12 69,014			
9 643	2 04 715	97	3,014	10 605	1,00 005	584	13 90	713	2 968	12 310	1 61 074	33 851	5 06,738	13 071	3 03 739			
10 064	1,00 5-3	40	521	19 6 8	1,30,539	012	6 175	6 611	29 343	3 054	21 861	41 037	3 33,762	98 4 9	1 73 074			
8-0	0 060	15	109	4 689	33 403	52	402	49	552	1 781	12 724	7 435	62 170	18 4 4	56 193			
701	0 006	311	4 8-1	6 321	67 062	1 835	18,16	893	21 356	3,3 1	34 060	13,337	1 55,535	274 699	4 20 836			
2,3 0	37 237	25	3 78	1 687	16 370	499	4,3 2	96	937	2 182	9 360	6 859	63,6 3	76,842	1,02 06			
1,070	14 605			1 711	9 6 9	4	25	7	50	160	1 360	3 555	25,125	2 557	6 4 9			
3 033	74 257	221	2 708	6 300	33 817	1 371	13 172	531	5 543	1 771	13 177	13 242	92 201	31 653	59 493			
181	551	30	308	30	80	63	167	9	45	6	25	310	1 556	892	1 315			
583	2 049	6	54	384	2 463	14	92	6	64	445	3 547	1,043	9 174	75 661	63 085			
5,399	53 9 5	1	19	5 628	1 05 402	1 043	9 061	22	469	193	1 710	12 590	1,76 495	114 314	2,03 855			
27	7	1	1	10	3			15	4			53	15					
133	6 0 5	2	47	1,236	13 0 2	0	253	8	97	351	3,408	2 21	24,410	1 105	5 863			
124	523	19	81	6 98	5 2 6	36	352	31	214	2 2	1 004	1 121	7 659	31 188	50 406			
1,601	3 403	2	10	2 780	7,962	9	34	301	867	49	161	4 302	12 333	736	1 451			
9	33			46	160	2	8		1	124	5 1	181	732	493	603			
967	14 426	76	3,406	5,140	63 897	072	17 995	530	17,832	12,203	1,17 902	9 027	2,55,368	52 553	1,03 039			
2 78	1 093	19	115	525	3 613	166	494	31	235	336	1 563	1 205	8 211	6 161	1 7 115			
14 137	72 662	311	2 672	9 265	87,530	866	3 067	783	0 005	253	2 317	25 400	1 74 352	183 969	1 85 550			
11,323	89 761	194	3,600	14 8 6	1 03 155	368	3 266	439	3,798	8 707	63,193	35,050	2,61,182	46 340	89 684			
8	50	3	47	198		10	126	3	25	80	300	163	711	81	301			
443	1,242			90	904	7	25	0	25	271	657	834	2 213	48	141			
12	34			38	100					15	43	65	188	1	3			
5	114	1	17	3	69	28	330	1	49	13	260	51	867	5,2	7 0 2			
8	32				1					8	20	10	53	57	46			
4	3			12	11					31	19	47	33	5	5			
2	5											2	5	13 656	4 451			
														50	139			
50	1,176	184	2 018	1	32	1	2 7	17	426	14	250	267	4,858	1 060	10,043			
101 105	11 7 9 817	2,111	46 919	110 637	11 47 015	11 652	1,37 617	1 7 965	1 72 090	79 693	7 95 544	327 514	31 33 212	1 675 162	36 6 229			
106 793	11 55 0 0	2 660	45 906	108 550	10 72 211	11 041	1 43 213	10 592	1 71 767	77 495	7,23 780	313 850	32 60,860	1 567 950	93 3 047			
			1,043	11 087	1 25 704	11		1,764	273	6,108	72 764	13 664	1 7 9 50	107 182	3 9 904			
5 109	22,537	199					5,286											

Principal commodities carried by railways and

[The total quantity of each commodity represents the total weight conveyed over all railways in India]

NAME		Railway system, vide Appendix I	XXIX								XXX					
			SUGAR								TEA					
			(1) Refined or crystallised including sugarcandy		(2) Unrefined				Total		(1) Foreign		(2) Indian		Total	
					(a) Sugar		(b) Gur and jaggery molasses and other saccharine produce									
Main head	Sub-head	Quantity	Earnings	Quantity	Earnings	Quantity	Earnings	Quantity	Earnings	Quantity	Earnings	Quantity	Earnings	Quantity	Earnings	
		Tons	Rs.	Tons	Rs.	Tons	Rs.	Tons	Rs.	Tons	Rs.	Tons	Rs.	Tons	Rs.	
5 6" gauge																
1	(a) (b) & (c)	Bengal Nagpur	11,621	80,811	..	..	14 4'8	1,21 55 1	26,249	2 05,365	..	..	342	4 400	342	4 400
2	(a) (c) to (f) & (u) & (o)	Bombay Baroda and Central India.	37 252	4,35 043	94	664	27 604	2 10 308	64 930	6 55 101	366	5,187	281	5 227	647	10 414
3		Eastern Bengal State	10 646	76,031	16 606	69 691	28 652	1 90 010	56 201	2 75 632	..	..	26,710	5,28 012	26 710	5 28,012
4		East Indian	22,4 5	2,33 790	64,075	3 71 786	139,704	5 61 360	217 914	11 76 872	..	..	1,507	30 680	1 507	30 680
5		Great Indian Peninsula	70 707	10 40,912	9 171	72 162	65 556	8 18 652	165 434	10 31,940	140	2 395	970	22 058	1,110	25,363
6		Madras	6 830	49 740	6 472	34 071	51 050	2 16 755	65,249	2 01,566	9	258	609	12 456	609	12 712
7	(a) to (c) & (b)	Mizam & Guaranteed State	2 989	23,154	701	5,003	4,084	29 003	7 774	58 233	23	302	69	1,217	91	1,510
8		North Western State	60 478	14 00,200	20 810	1 67 161	144 769	10 54 507	240 000	26,30,853	671	19,295	2 154	31,616	3 025	49,911
9		Ondh and Rohilkhand State	10 703	49 492	82,400	3 65 170	98 540	3,70 267	181,623	7 84 578	..	..	2,294	19 167	2 291	13,167
3' 3 1/2" gauge																
11		Assam Bengal	5 7	2,770	1 986	6 853	2 274	10 030	4,317	19 064	..	..	28 310	3,90 803	28 310	3 29,80
12		Pengal and North Western	3 791	22 161	26,143	1 61 204	60,630	2 61,548	90,5 6	4 67 933	..	..	61	891	61	891
13		Bengal Decara	494	1,650	171	747	807	4,1 2	1 472	6,769	..	..	13,462	2 68,297	13 452	2,68,207
14		Bhavnagar-Gondal-Junagad Porbandar	7 237	33 178	..	..	3 679	13 513	10 916	46,601	2	14	71	524	73	536
15		Burma	140	1 5 2	4 801	63 957	13,331	1,19,675	13 272	1 68,104	1,256	22 040	65	1 297	1,320	23,275
16		Deoghur	..	..	250	77	500	141	750	218	..	..	..	..	..	..
17		Dihru Sadiya	463	3 312	..	..	..	..	489	3 312	..	..	0,597	75 401	9 507	75,461
18	(c)	Hyderabad-Godavari Valley	2 534	22,383	38	3 7	913	8 110	3 515	30 684	5	68	2	30	7	111
19		Jodhpur Bikaner	3,091	20 710	5 375	20 180	9 693	67 553	18 150	1,09 467	3	49	2	32	5	72
20	(d) to (f)	Madras	1 131	4 245	118	734	1 403	3 206	2 657	8,975	1	2	292	1,110	223	1,112
21		Morvi	165	492	67	170	1 270	3 001	1 492	3,753	..	..	..	18	4	18
22	(b) & (c) to (m)	Rajputana Malwa	21 735	2 47,006	45 401	3 76 983	87,2 8	10,74 213	158 594	16,00 102	367	9 605	148	2,215	515	11 680
23	(a) & (b)	Rohilkhand and Kumaon	617	3 378	7 074	18 058	23,083	67 0 1	31,074	1 08 537	..	..	155	1 134	1 55	1,134
24		South Indian	17,640	66 335	4 679	25 734	37,536	2 27 055	50 193	3 90 074	..	..	3	1 006	25 431	25,434
25		Southern Mahratta	9 872	63 943	5,792	41 630	56 586	3 39 771	72,500	4 43 914	22	4 8	50	1,693	81	1,591
26		Udaipur Chitor	317	1 963	800	3 718	731	3 110	1,848	8 691	..	..	..	5	..	7
2' 6" gauge																
27		Baraset Basirhat	..	..	..	..	..	..	..	..	..	..	..	..	..	..
28		Barlet Light	561	1,340	8	22	409	688	951	2 25 6	1	3	..	..	1	3
29		Iskhtiarapore-Dehar Light	..	..	..	..	..	..	..	..	..	..	..	..	..	..
30		Cutch	103	2 50	66	270	..	..	204	575	1	3	..	..	1	3
31		Katka Simla	242	3 781	210	3 070	502	7 635	1 053	14 491	5	90	43	650	48	940
32	(c)	Mourbhaj	11	31	..	..	3	9	14	40	..	..	..	..	..	..
33	(d)	Parakimedi Light	68	51	..	..	6	1	91	55	..	..	..	..	..	..
34	(e)	Powayan Light	..	..	1,102	1 307	..	..	1 102	1 307	..	..	..	..	..	..
35		Tarakeswar Nagra	..	..	63	106	142	165	225	2 0	..	..	..	..	..	..
36		Tespo e-Balipara	2	10	..	..	..	..	2	10	..	..	..	..	..	..
2' 0 gauge																
37		Darjeeling Himalayan	61	1 230	603	12,027	219	3 070	972	16,789	..	..	4,066	56 364	4 066	56,564
38		Howrah Amta	..	..	..	..	..	..	..	..	..	..	..	..	..	..
39		Howrah Shuakal	..	..	..	..	..	..	..	..	..	..	..	..	..	..
40		Jorhat	..	..	..	..	..	..	..	..	..	..	..	..	..	..
TOTAL 1905			37 641	33 87 023	335 755	18 23 607	890 011	57,55 433	1 529 307	1 14 01,092	3 070	59 770	99 328	14 43 508	107,407	15 02 647
TOTAL 1904			323,591	41,20 002	272 033	17,24 760	643 0 6	56 69 453	1 445 599	1,15,14 270	3,9 0	66 058	119 850	15,07,124	127 100	15 73 162
INCREASE			..	..	53 722	98 847	43 655	1 16 010	75 727	..	..	..	..	..	..	..
DECREASE			1 050	2,37 039	..	..	..	..	..	23 183	171	7,279	19 522	63 250	19,693	70,835

DIX 17—continued
the earnings therefrom during the calendar year 1905

and is therefore not the same as the total production]

XXXI								XXXII								XXXIII—(continued on following page)										Number
Tobacco								Wood								Wool										
(1) Unmanufactured		(2) Manufactured				Total		(1) Timber unwrought		(2) Manufactured		Total		(1) Raw		(2) Manufactured										
		(a) Cigars		(b) Other sort												(a) Carpets and rugs		(b) Piece-goods European		(c) Piece goods Indian						
Quantity	Earnings	Quantity	Earnings	Quantity	Earnings	Quantity	Earnings	Quantity	Earnings	Quantity	Earnings	Quantity	Earnings	Quantity	Earnings	Quantity	Earnings	Quantity	Earnings	Quantity	Earnings	Main head				
Tons	Rs	Tons	Rs	Tons	Rs	Tons	Rs	Tons	Rs	Tons	Rs	Tons	Rs	Tons	Rs	Tons	Rs	Tons	Rs	Tons	Rs					
0 302	83 253			757	13 378	10 110	06 503	56 177	2 31 625	2 157	18 305	03 681	3 57 020									1				
15 0 3	1 15 355	1 00	0 151	563	0 010	15 041	1 23 591	37 215	2 14 763	1 429	1 2 355	41 613	2 67 02	7 005	1 36 317	223	4 205	399	7 567	459	0 189	2				
31 450	3 73 65			702	11 303	3 138	3 40 070	38 902	8 074	3 414	18 032	47 3 6	1 04 506	1 425	2 070							3				
32 009	3 51 000	55	1 221	2 010	75 310	3 039	4 07 030	01 315	2 4 000	7 003	69 419	00 283	3 37 000	1 581	20 001	007	17 416	820	14 504	310	0 538	4				
10 110	1 3 500	1 071	31 218	109	8 071	11 510	1 70 683	15 701	0 81 203	0 171	1 60 333	171 875	7 10 670	709	13 515	63	3 169	253	11 852	167	4 607	5				
22 002	1 36 330	701	12 711	1 41	10 710	21 721	1 03 500	210 091	0 40 070	4 005	12 337	215 029	6 83 056	2 283	20 079	617	5 708	147	5 304	741	8 633	6				
1 421	10 701	116	1 074	16	217	1 351	2 072	20 016	75 003	607	7 312	1 173	87 876	301	2 005	60	1 180	70	371	261	3 183	8				
10 691	1 70 003	93	2 273	2 707	53 613	19 000	2 30 670	72 003	2 70 101	10 131	1 03 717	83 004	3 73 011	18 870	4 60 897	276	4 125	1 000	71 309	1 103	23 684	9				
8 353	45 701	62	609	2 0	2 072	5 005	13 702	103 700	1 03 107	6 708	33 115	115 028	2 70 672	333	2 589	10	118	100	1 103	321	3 528	10				
1 032	11 000	15	207	141	1 707	2 059	1 00 023	707	3 027	1 001	13 877	2 308	17 009		2	13	235		1	2	38	11				
30 103	7 93 13	51	709	273	2 119	30 177	2 66 650	31 403	03 078	11 151	30 932	35 691	1 70 000	109	1 017	61	008	84	073	332	3 144	12				
2 977	0 174			33	307	2 600	0 010	2 3 9	11 122	20	295	2 413	11 417									13				
1 009	5 023	1	33	301	2 010	1 313	8 002	11 027	51 319	601	1 070	11 718	50 015	718	0 112				2	11	12	70	14			
4 707	30 103	189	2 108	707	7 057	0 133	15 033	131 769	0 07 293	2 077	15 407	131 115	5 78 700	31	572	00	2 129	8	191			15				
200	63	59	11				77	30	10		30	10										16				
								3 3 0	10 201		3 376	10 201										17				
703	0 012	3	50	26	474	412	7 140	7 003	30 700	1 111	10 711	0 112	47 117	7	170	39	703	2	00	00	1 169	18				
1 339	0 207	21	271	170	603	1 470	10 429	1 50	8 7 0	1 5	2 995	2 051	11 715	4 709	44 422	7	110	4	61	25	270	19				
1 671	0 293	21	279	14	121	1 600	6 076	77 671	30 218	1 102	1 002	21 003	30 760	2	31	1	21	2	12	11	60	20				
4 9	1 120	1	11	20	131	011	1 037	1 031	3 314	60	260	1 114	3 683	2 0	1 023							21				
1 011	1 0711	103	1 029	763	0 075	13 575	1 57 110	1 70 508	09 302	3 121	20 057	20 082	90 439	10 701	1 62 787	163	5 009	411	11 161	713	18 009	22				
1 70	8 671	16	179	212	1 009	2 071	10 032	21 017	73 331	1 110	5 971	20 106	70 302	237	1 207	0	38	0	30	11	100	23				
6 575	317 01	1 510	18 007	1 739	0 797	0 708	09 153	111 3	1 77 700	0 185	11 992	118 012	2 27 731	273	2 159	121	1 739	4	27	101	3 107	24				
170	71 213	209	7 062	180	2 708	12 700	87 503	41 393	1 96 709	5 700	31 010	50 167	2 30 725	509	8 517				1	37	41	605	25			
371	1 716	1	2	12	60	397	1 837	23	107	10	9	40	294	73	511				2			7	26			
																							27			
76	126	1	13	10	10	50	184	117	301	170	160	326	761	1	2								28			
10	39					10	30	10	110		40	110		17	49								29			
65	1 791	22	500	31	723	121	2 510	000	8 318	313	5 502	098	13 010	1	21	39	517	20	515	65	1 508	30				
5	13				3	7	16	81	261	0	23	90	257										31			
10	9				2	18	12	21	12	16	30	40	61										32			
63	77					53	77	30	43	1	2	36	40	1	3								33			
1	2					1	2																34			
33	709	151	4 001	70	1 4 0	276	0 714	533	4 020	107	3 203	729	8 183	13	2 0	5	130	0	101	12	8 7		35			
																							36			
																							37			
																							38			
222 317	70 33 70	0 000	90 721	11 000	2 70 007	201 331	23 06 898	1 080 160	33 03 037	78 407	7 27 621	1 161 876	13 21 211	49 010	0 10 700	2 493	47 875	3 425	78 770	4 982	02 581					
225 705	18 81 718	0 739	05 690	16 601	2 19 063	217 608	21 08 883	1 138 870	19 81 379	73 579	5 04 902	1 211 354	11 40 774	49 701	0 06 676	2 102	41 482	2 469	60 312	4 019	1 01 770					
0 519	1 01 480				7 692	3 023	1 07 105		12 765	5 678	1 03 072		1 71 037													
		231	2 770	2 792					57 358					40 478		91	8 011					12 195				

Principal commodities carried by railways and

[The total quantity of each commodity represents the total weight conveyed over all railways in India]

NUMBER.		Railway system, vide Appendix I	XXIII				XXIV		GRAND TOTAL	
Main head	Sub-head		Wool—concluded				All other articles of merchandise			
			(3) Manufactured—concluded		TOTAL					
			(4) Other sorts of manufactures							
			Quantity	Earnings	Quantity	Earnings	Quantity	Earnings	Quantity	Earnings
		Tons	Rs	Tons	Rs	Tons	Rs	Tons	Rs	
		5' 6" gauge								
1	(a) (b) & (c)	Bengal Nagpur					121 510	0 70 090	3,313 708	1 46 38 109
2	(a) (c) to (f) (a) (b) & (c)	Bombay, Baroda and Central India	63	1 346	8,709	1,50 001	322,516	13 24 400	1,833 810	1 23 04 113
3		Eastern Bengal State	2	7	1 622	26 611	161 070	6 00 636	2 43,293	1,03 91 460
4		East Indian	961	23 234	4 321	84 428	533,819	34 43 009	10 276 066	107,03 870
5		Great Indian Peninsula	1 179	23 875	2 496	56 033	261 090	20,10 716	3 821 782	4 74 70 708
6	(a) to (c)	Madras	170	2 190	3 072	47 808	112 934	9 29 539	2,316 510	1 20 57 831
8	(a) & (b)	Nizam's Guaranteed State		1	671	7 590	16 618	1,35 084	726,872	37 26,976
9		North Western State	1 203	22 006	27 493	5 41 503	357,179	32 63 131	4 166,850	3 80 11,770
10		Oudh and Rohilkhand State			775	7 416	232 720	8 86 139	1,498,545	62 83 104
		3 3½" gauge								
11		Assam Bengal	18	117	33	393	15 403	1 07 072	305 144	15,02 418
12		Bengal and North Western	3	12	592	6 394	78 443	2 77 333	1,401 005	57 79 598*
13		Bengal Doonars					0 070	53 378	74 010	5 25 670
14		Bhavnagar Gondal Junnagad Porbandar	2	13	704	5 506	0 700	57 740	260 618	8 18 300
15		Burma			134	2 813	103 259	7,15 318	1,433 071	76 70 500
16	"	Deoghur					6 454	2 030	14 323	4 114
17		Dikra Sadiya					31 330	63,032	631 400	7 95 117
18	(c)	Hyderabad Godavari Valley			142	2 052	2 031	33 620	233 330	18 37 805
19		Jodhpur Bikaner	311	2 853	4 616	47 701	21 682	1,03 813	418 764	19 05 030
20	(d) to (f)	Madras	1	8	20	147	0 672	41 078	07 058	2 67 624
21		Morvi	5	36	263	1 569	1,321	6,736	22 110	62 113
22	(b) & (g) to (a) & (b)	Rajputana Malwa	112	2 336	11 670	1 02 347	273 312	14 78 064	2 100 503	1 87 00 412
23		Rohilkhand and Kumaon	116	633	373	2 014	80 630	1 60 407	343 001	0 03 000
24		South Indian	61	602	573	7 773	113 086	0 03 789	1 437 503	53 37 460
25		Southern Mahratta	709	6 169	1,492	17 689	100,000	3,51 632	1,123,198	61 32 318
26		Udaipur Chitor	1	4	74	577	931	5 671	15 611	71 310
		2 0" gauge								
27		Baraset D. Sirhat					2 703	2,732	2 203	2 732
28	"	Barso Light	5	16	6	19	801	1,962	78 867	1 77,270
29		Bukhtiarpore-Behar Light					10 284	25,601	10,784	25 661
30		Cuteh			17	49	2 331	7 663	6 510	21,704
31		Kalka Simla	9	105	124	2 696	3 279	45 908	24 249	2 89 010
32	(c)	Mourbhany					134	1 274	2 688	7,470
33	(d)	Parlakimedi Light					298	210	10,170	8 370
34	(e)	Porayan Light					20 374	30 443	28 612	13 706
35	"	Taralechwar Magra			1	3	597	1 167	20 937	13 666
36	"	Tezporo-Dulipara					0 314	14 437	14 178	55 018
		2 0' gauge								
37		Darjeeling Himalayan	3	79	39	1 093	5 689	56 673	39 237	5 10 949
38	"	Howrah Amta					17 507	27,697	17,507	27 807
39	"	Howrah Sheekhala					6 369	8 624	0 360	8 521
40	"	Joynhat					10,153	47 745	10 158	47,745
TOTAL 1905			5 673	8 783	60 445	12,17,228	3 144 057	1 81 37 495	40 728 491	21 42 06 700
TOTAL 1904			5 614	1 13 152	65 270	13 20 293	3 140 669	1 61 84 116	39 007 413	23 60 60 494
INCREASE					221			10,40,379	1 821 073	81,76 260
DECREASE			861	20 305		1 08 070	5 012			

DIX 17—concluded

the earnings therefrom during the calendar year 1905.

and is therefore not the same as the total production]

ANIMALS										NUMBER	REMARKS
(1) HORSES		(2) CATTLE		(3) SHEEP, ETC		(4) ELEPHANTS		TOTAL		Main head	
Quantity	Earnings	Quantity	Earnings	Quantity	Earnings	Quantity	Earnings	Quantity	Earnings		
Tons	Rs	Tons	Rs	Tons	Rs	Tons	Rs	Tons	Rs		
91	5 761	7,111	32 4 1	3 832	30 0 0	1	113	11,011	71 301	1	
316	11 118	9 006	1 70 7 03	1 712	2 30 803			23 611	4 20 6 7	2	
63	1 659	235	2,154	393	2 009			691	5 921	3	
1 703	75 431	2 006	78 612	4 730	1 71 212		39	9,029	2 78 3 74	4	
1 273	61,503	10 825	80 059	11,237	1 63 680			23,305	3 66 110	5	
										6	
200	7 392	55	891	25	367	2	61	33 7	8 714	8	
3 931	99,993	3,702	41,839	522	14 039			7 605	1,55 936	9	
1,129	4 600	502	0,703	31	1 420			1 601	56,379	10	
5	237	42	453	93	971			140	1 601	11	
82	5 801	513	3 2 9	135	2 3 8			700	11 171	12	* Excluding Rs 4 43 721 in respect of ferries and steam boats which are included in the details
										13	
10	101	79	1,115	11	113			100	1 3 2	14	
836	29 146	4 905	1,42 431	1 603	43 608	5	2 807	7,400	2 17 01 7	15	
										16	
		130	6 9					130	679	17	
47	1,950	12	518	12	108			71	2 600	18	
81	1 50 7	72	900	1	22			157	2 01	19	
										20	
8	115	12	160	1	19			21	209	21	
383	11,261	2,503	41,315	4 600	63,502			7,031	1,10 163	22	
10	17	11	307					21	3 71	23	
11	209	1 117	7 619	3 800	33 123			5 014	11 030	24	
181	5 971	183	4 449	610	5,990	21	410	1 010	15 021	25	
10	93	4	41					14	110	26	
										27	
										28	
										29	
1	65	10	5 0					11	569	30	
										31	
										32	
										33	
										34	
										35	
										36	
										37	
										38	
10,041	3 60,707	41,103	6,39 571	41 503	7,49 323	32	3,439	98 777	17 50 131		
9 509	3 85 831	31,098	6 73 939	10 240	6,92 731	3	431	81 735	17 5 639		
105	10,573	9,505		4 703	55 502	29	2,090	14 043	33 793		
			35,363								

Analysis of working of each railway

NOTE—Railways not shown

Serial number	PARTICULARS	GAUGE													
		Number	5' 6"												
				1 (a)	2 (a) to (f)	3 (a)	4 (a) to (d)	5 (a) to (f)	6 (a) to (c)	8 (a) & (b)	9 (a) to (f)	10 (a) & (b)	11 (a)		
		Calendar year 1905	Bengal Central	Bengal Nagpur	Bombay, Baroda and Central India	Eastern Bengal	East Indian	Great Indian Peninsula		Madras	Nizam's Guaranteed State	North Western	Ondh and Rohilkhand	Assam Bengal	
								G I P	I M						
DESCRIPTION OF RAILWAY WORKED															
1	Gauge of railway		5' 6"	5' 6"	5' 6"	5' 6"	5' 6"	5' 6"	5' 6"	5' 6"	5' 6"	5' 6"	5' 6"	3' 2"	
2	Mileage worked Miles		111 57	1 693 57	532 57	370 42	2,270 23	1 660	1,170 13	1,408 12	351 70	3,863 0	1,190 28	710 38	
3	Number of stations No		28	233	132	129	373	260	148	304	45	578	182	106	
4	Total length of the following gradients —														
	(a) $\frac{1}{4}$ and less Miles						5 90	19 31	} 6 75			71 12	0 19	10 10	
	(b) $\frac{1}{4}$ to $\frac{1}{2}$ "			0 15	1 32		16 78	2 82		22 84		84 97	9 30	33 03	
	(c) $\frac{1}{2}$ to $\frac{3}{4}$ "			103 90	0 50		40 27	61 90		11 23	52 80	79 19	123 13	6 41	25 70
	(d) $\frac{3}{4}$ to $\frac{1}{10}$ "			570 81	168 75		150 25	549 90		362 91	289 69	110 99	29 85	19 15	59 59
	(e) $\frac{1}{10}$ to $\frac{1}{100}$ "			141 78	63 31	5 97	131 88	210 90	104 61	155 53	18 22	97 41	22 56	30 93	
5	Steepest gradient worked—														
	(a) Length Miles			0 15	1 32	2 00	13 34	5 99	2 10	0 80	2 52	13 65	0 19	6 54	
	(b) Inclination		$\frac{1}{100}$	$\frac{1}{50}$	$\frac{1}{25}$	$\frac{1}{20}$	$\frac{1}{10}$	$\frac{1}{8}$	$\frac{1}{6}$	$\frac{1}{5}$	$\frac{1}{4}$	$\frac{1}{3}$	$\frac{1}{2}$	$\frac{1}{1}$	
FINANCIAL RESULTS															
6		Calendar year 1905 by half years													
		1st half	1 20	2 96	4 18	1 81	4 99	5 11	1 96	2 14	3 10	2 75	2 26	—0 15 0 30	
		2nd "		2 25	3 30	3 44	1 52	3 18	1 65	1 96	3 15	2 45	1 70		
7	Percentage of net earnings for each half year on paid up capital Per cent	1st half	1 23	2 95	3 80			1 98	2 16	2 91					
		2nd "		2 25	2 89			1 67	1 95	2 70					
OUTLAY, EARNINGS AND EXPENSES															
(Exclusive of Steam boat Service)															
8	Capital outlay per mile open Rs	1st half	1,07,192	1,42 619	1,89,705	2,61 981	2,28,153	2,01 13	1,39 60	1,40 521	1,29,607	1,15 792	1,19 027	1,53 505	
		2nd "		1,16,720	1,89,998	2,22 197	2,29,109	2,07,656	1,40 015	1,39,127	1,29,757	1,13,172	1,20 254	1,50 188	
9	Total earnings per mile open per week	1st half	181	293	555	578	680	472	257	257	257	378	250	78	
		2nd "		214	460	635	636	374	290	215	215	298	229	93	
10	Total working expenses per mile open per week	1st half	138	194	222	367	237	208	167	85	161	141	87		
		2nd "		111	213	316	233	201	167	80	155	137	80		
11	Total earnings per train mile	1st half	3 38	4 56	6 67	4 18	4 92	4 41	4 08	4 97	3 83	3 31	2 20		
		2nd "		3 99	5 93	4 81	4 64	3 84	3 98	4 51	3 52	3 00	2 51		
12	Total working expenses per train mile	1st half	2 58	1 93	2 66	2 66	1 71	1 96	2 36	1 64	1 86	1 90	2 13		
		2nd "		1 81	2 75	2 39	1 70	2 66	2 37	1 59	1 83	1 80	2 01		
13	Net earnings per train mile	1st half	0 80	2 63	4 01	1 52	3 21	2 48	1 72	3 33	1 97	1 41	—0 29		
		2nd "		2 18	3 18	2 42	2 94	1 78	1 61	2 95	1 69	1 21	0 17		
14	Cost per 1000 gross ton miles moved (freight and dead weight)	1st half	11 69	4 76	6 41	7 38	3 36	5 54	6 61	3 92	5 05	5 37	14 07		
		2nd "		5 03	7 17	6 53	3 50	6 20	6 75	4 01	5 25	5 22	9 55		
15	Percentage of total working expenses on total earnings (for de	1st half	76 20	12 27	39 89	63 57	34 80	41 15	57 85	33 09	48 51	57 51	110 58		
		2nd "		15 47	46 38	19 76	36 64	53 66	50 51	34 92	51 98	59 77	81 23		
16	Percentage of total working expenses on total earnings, excluding from both sides of the account the charges for carriage of revenue stores Per cent	1st half	75 79	41 06	39 27	63 97	33 32	42 69	56 65	32 82	46 94	55 39	111 23		
		2nd "		48 61	45 76	149 53	34 91	52 31	58 85	31 64	45 86	58 57	80 68		
(Inclusive of Steam boat Service)															
17	Percentage of total working expenses on total earnings (for details, see items 123—129) Per cent	1st half	76 20	42 78	39 89	63 57	34 85	41 15	57 85	33 09	48 50	57 51	111 41		
		2nd "		46 65	46 38	49 76	36 96	53 66	59 51	34 92	51 98	59 77	81 28		

DIX 18.

(by systems) during each half-year of 1905

do not prepare these statistics

3' 3 3/4"												2' 6"				GAUGE		Serial number
12 (a) & (b)	14 (a) to (d)	15 (a)	3 (b) & (c)	8 (c)	18 (a) to (c)	11 (b)	2 (g) to (m)	20 (a) & (b)	21 (a) to (f)	22 (a) to (g)	23 (a)	1 (b)	30 (a)	9 (g) & (h)	1 (e)	Number		
Bengal and North West ern.	Bhav nagar Gondal Juna gad Por bandar	Burma	Eastern Bengal	Hydera bad Go davari Valley	Jodhp- pur Bikanor	Non- khali (Bongal)	Raj- putana Malwa	Rohil- kund and Ku- maon	Sonth Indian	Senth- ern Mah- ratta.	Udaipur Chitor	Jnbbal- pore Gondia exten- sion	Kalka Simla	Khushal- garh Kohat Thal and Nowshe- ra Durgai	Rupnar Dham- tari	Calendar year 1905		
3' 3 3/4"	3' 3 3/4"	3' 3 3/4"	3' 3 3/4"	3' 3 3/4"	3' 3 3/4"	3' 3 3/4"	3' 3 3/4"	3' 3 3/4"	3' 3 3/4"	3' 3 3/4"	3' 3 3/4"	2' 6"	2' 6"	2' 6"	2' 6"		1	
1,547 19	155 45	1,340 15	766 24	391 13	832 83	34 90	2,050 63	281 21	1,353 47	1,695 44	68 72	223 75	59 44	131 98	56 21		2	
276	64	230	138	47	85	11	291	47	236	213	7	27	20	21	8		3	
	1 83	64 52	0 37				3 10		0 04	15 66			6 00	0 96			4	
	0 28	31 83	0 64				0 23	6 41	14 04	73 42		23 81	2 33					
0 17	1 08	47 78	2 05				18 75	8 56	130 82	519 73	1 10	58 53	9 94	43 35				
2 27	123 76	155 32	21 20	221 73	168 36	7 45	360 44	4 40	243 71	265 66	20 75	37 29	3 10	36 24	18 60		5	
2 16	64 74	107 78	15 03	13 95	61 24	0 67	173 72	6 83	103 56	98 39	6 93	13 89		22 74	1 95			
0 17	1 83	9 81	0 82	5 41	2 31	0 53	3 49	3 00	0 04	15 06	0 46	0 07	27 61	9 43	2 41			
1 15	2 5	1 15	1 15	1 15	1 15	1 15	1 15	1 15	1 15	1 15	1 15	1 15	1 15	1 15	1 15		6	
3 41	3 18	8 01	1 95	3 55	4 52	-0 03	5 61	3 97	3 27	1 75	2 48	0 65	0 77	-0 88	2 44	Calendar year 1905 by half years	7	
2 57	1 29	1 57	3 98	1 47	4 97		1 70	3 95	3 41	1 39	2 32	0 64	1 52	-0 71	0 89	1st half		
				3 48	1 46							0 57	0 78		2 44	1st half		
																	8	
76,882	49,820	97,126	93,470	66,866	25,509		73,146	47,953	77,212	79,426	30,720	43,225	2,79,202	64,268	24,823	1st half	9	
78,011	49,823	97,727	91,333	67,001	25,520	60,905	73,033	47,829	77,874	84,510	30,720	51,331	2,87,815	65,050	24,823	2nd "		
166	105	232	178	179	78	39	234	133	201	137	56	38	214	44	44	1st half		
144	83	199	226	113	85	36	253	130	200	123	63	47	273	58	30	2nd "	10	
62	44	135	104	87	33	37	115	60	102	81	27	28	128	64	20	1st half		
62	47	137	91	74	36	37	116	74	95	77	33	36	99	69	21	2nd "		
2 87	4 27	3 62	3 14	3 38	3 22	1 52	3 81	3 01	3 20	2 80	3 78	2 07	3 01	1 12	2 03	1st half	11	
2 59	3 61	2 94	3 77	2 83	3 54	1 38	3 70	3 13	2 92	2 51	3 98	2 25	3 30	0 99	1 39	2nd "		
1 08	1 81	1 93	1 84	1 64	1 37	1 41	1 54	1 35	1 62	1 65	1 81	1 19	2 34	1 64	0 97	1st half		
1 12	2 03	2 02	1 32	1 86	1 41	1 41	1 69	1 79	1 38	1 57	2 03	1 74	1 93	1 29	1 00	2nd "	12	
1 79	2 46	1 69	1 39	1 74	1 85	0 11	2 27	1 67	1 58	1 15	1 48	0 58	1 56	-0 52	1 11	1st half		
1 17	1 56	0 92	2 25	0 97	1 93	-0 03	2 01	1 34	1 54	0 94	1 89	0 51	3 37	-0 30	0 39	2nd "		
4 67	9 23	8 66	9 42	7 64	6 26	11 70	6 15	7 27	8 50	8 54	9 82	8 26	32 63	22 29	10 07	1st half	14	
5 06	11 35	9 33	6 72	9 44	6 58	11 73	7 23	9 18	7 29	8 14	10 39	9 42	21 96	21 51	13 36	2nd "		
37 53	12 36	53 43	58 56	18 15	42 39	93 30	40 33	1 77	50 61	58 99	47 77	72 01	59 97	146 91	46 69	1st half		
43 12	56 64	68 82	49 56	63 79	12 25	102 17	45 75	57 29	47 37	63 54	52 37	77 43	36 35	130 53	71 64	2nd "	15	
76 19	12 20	52 25	55 57	46 79	11 70	93 30	79 06	41 18	50 03	57 75	47 75	63 63	59 56	147 94	13 92	1st half	16	
12 00	56 32	67 19	39 19	63 79	41 36	102 17	44 62	56 91	46 78	61 07	52 25	74 12	36 17	131 05	67 97	2nd "		
39 82	42 36	54 03	61 27	48 45	12 39	93 30	10 33	41 30	50 61	58 99	47 77	72 04	59 97	150 23	46 69	1st half	17	
46 16	56 64	63 35	12 04	65 73	42 25	102 17	15 73	42 62	47 37	62 54	52 37	77 43	36 35	134 10	71 64	2nd "		

Analysis of working of each railway

NOTE—Railways not shown

Serial number	PARTICULARS	GAUGE Number Calendar year 1905 by half years	5' 6"										11 (a)
			Bengal Central	1 (a) Bengal Nagpur	2 (a) to (f) Bombay, Baroda and Central India	3 (a) Eastern Bengal	4 (a) to (d) East Indian	5 (a) to (f) Great Indian Peninsula	6 (a) to (c) Madras	8 (a) & (b) Nizam's Guaranteed State	9 (a) to (f) North Western	10 (a) & (b) Oudh and Rohilkhand	
18	DIVISION OF EXPENDITURE BETWEEN COACHING AND GOODS TRAFFIC Total working expenses for both coaching and goods traffic excluding steam boat expenses, and after deducting telegraph and sundry receipts (in thousands of Rs) Rs { 1st half 2nd "	4.11	52.14 46.08	45.74 44.66	23.32 35.78	1,34.10 1,32.48	1,51.02 1,46.69	58.33 58.43	7.17 7.13	1,57.44 1,54.03	41.74 39.35	16.00 14.26	
19	Coaching in thousands of Rs " { 1st half 2nd "	2.62	12.78 13.41	17.68 19.95	11.40 18.92	33.44 37.88	46.04 56.00	17.55 17.89	1.70 1.76	43.28 49.01	18.99 19.27	7.14 4.74	
20	Goods in thousands of Rs " { 1st half 2nd "	1.49	39.36 32.67	28.06 24.71	12.52 21.86	1,00.66 94.59	1,04.93 90.69	40.83 40.54	5.47 5.37	1,14.16 1,05.02	22.75 20.08	8.86 9.52	
COACHING TRAFFIC													
Gross receipts and train mileage (in thousands)—													
21	Receipts from coaching traffic Rs { 1st half 2nd "	4.22	36.65 37.62	37.84 36.79	18.60 23.41	1,16.96 1,22.32	84.90 91.37	38.51 35.97	5.29 5.56	96.16 1,03.82	35.79 36.22	7.04 6.94	
22	Coaching train miles run No { 1st half 2nd "	127	1,025 1,119	1,090 1,123	619 881	3,376 3,613	3,457 3,665	1,017 1,076	142 144	3,784 4,141	1,448 1,552	272 280	
23	Average coaching receipts per train mile Ps { 1st half 2nd "	3.33	3.57 3.36	3.47 3.28	3.00 2.65	3.46 3.39	2.46 2.49	3.64 3.34	3.73 3.66	2.54 2.51	2.47 2.33	2.91 2.48	
UNITS AND UNIT MILEAGE													
Number of units carried one mile (in thousands)—													
24	1st class Unit miles { 1st half 2nd "	54	1,392 1,348	2,143 1,867	1,079 1,022	5,107 5,028	6,657 9,353	2,421 2,237	292 289	4,067 4,906	1,836 1,823	246 244	
25	2nd " " { 1st half 2nd "	269	3,134 3,931	14,193 12,080	2,224 3,015	12,178 12,410	23,916 31,417	7,924 9,674	2,316 2,183	12,770 15,336	1,791 5,638	466 443	
26	3rd or intermediate class " { 1st half 2nd "	1,242	7,709 9,008	16,980 17,483	12,744 14,987	51,118 54,925	55,801 62,041	2,483 2,186	4,401 4,478	44,146 49,653	21,450 21,969	412 383	
27	4th or lowest " " { 1st half 2nd "	22,435	241,053 241,457	224,022 209,141	103,241 131,431	720,994 764,710	449,198 470,312	246,535 235,187	29,252 31,018	617,345 650,933	206,582 205,683	13,679 37,966	
28	Total passenger unit mileage, " { 1st half 2nd "	24,000	253,288 255,744	257,393 240,596	119,288 150,455	789,397 837,073	510,572 573,123	259,363 249,284	36,291 37,968	678,328 720,828	234,659 225,113	44,808 39,036	
29	Other coaching traffic Ton miles { 1st half 2nd "	158	1,394 1,919	3,155 3,295	751 873	9,730 9,352	8,670 8,572	3,176 2,318	498 495	5,970 7,035	1,660 1,835	341 315	
Average sum received for carrying a unit one mile—													
30	1st class Pies { 1st half 2nd "	14.30	14.61 13.19	9.98 10.23	13.63 13.59	14.76 14.89	11.60 10.83	12.48 12.41	15.80 15.51	11.66 11.26	11.81 11.90	16.18 15.92	
31	2nd " " { 1st half 2nd "	7.44	6.81 6.25	4.55 4.99	6.76 6.31	6.51 6.96	4.33 4.56	5.04 4.17	4.68 4.63	4.75 4.80	5.39 5.47	7.87 7.79	
32	3rd or intermediate class " { 1st half 2nd "	3.53	3.39 3.21	2.99 3.00	3.00 2.95	3.26 3.27	2.99 2.97	4.50 4.50	2.50 2.50	3.02 3.01	3.03 3.03	4.06 4.05	
33	4th or lowest " " { 1st half 2nd "	3.00	2.41 2.39	2.23 2.31	2.46 2.50	2.21 2.22	2.15 2.15	2.25 2.22	1.99 1.99	2.26 2.26	2.45 2.44	2.94 2.91	
34	Average for all classes " { 1st half 2nd "	3.10	2.56 2.54	2.48 2.56	2.70 2.70	2.45 2.43	2.47 2.51	2.46 2.41	2.34 2.31	2.42 2.43	2.64 2.64	3.08 3.06	
35	Other coaching traffic per ton mile " { 1st half 2nd "	41.04	40.22 38.01	28.35 27.80	47.00 50.09	31.71 33.38	33.97 36.69	32.20 38.66	33.86 38.59	38.08 34.72	41.33 40.67	42.54 44.37	

DIX 18—continued

(by systems) during each half-year of 1905—contd.

do not prepare these statistics

3' 32'													2' 6"				GAUGE		Serial number
12 (a) & (b)	14 (a) to (d)	15 (a)	3 (b) & (c)	8 (c)	18 (a) to (c)	11 (b)	2 (g) to (m)	20 (a) & (b)	21 (a) to (f)	22 (a) to (j)	23 (a)	1 (b)	30 (a)	9 (g) & (h)	1 (e)	Number			
Bengal and North West ern	Bhar nagar Gondal Juna- gad Por- bandar	Burma.	Eastern Bengal	Hyder- abad Goan- vari Valley	Jodh- pur Bil- an- er	Noa khali (Ben- gal)	Raj- putana Malwa	Rohil- kund and Ku- maon	South Indian	South- ern Mah- ratra	Udaipur Chitor	Jubbil- pore Gondia exten- sion	Kalka Simla	Khushal- garh- Kohat- Thal and Nowshera Dargal.	Raipur Dham- tari.	Calendar year 1905 by half years			
24.12 23.45	4.00 5.28	15.72 46.53	19.75 17.50	8.57 7.15	6.88 7.53	33 33	57.01 60.27	4.37 5.48	34.82 32.12	34.06 33.40	45 56	1.63 2.14	1.92 1.43	2.19 2.34	29 31	1st half 2nd "	} 18		
9.93 11.70	2.42 3.15	16.49 18.00	7.82 6.19	2.65 1.43	2.56 3.32	27 25	10.47 22.06	1.69 2.31	16.83 14.57	10.81 12.24	31 41	46 69	82 64	92 1.02	7 10	1st half 2nd "			
14.22 11.75	2.57 2.13	19.23 28.53	11.23 11.31	5.50 3.72	4.02 4.91	6 8	40.54 37.61	2.63 3.17	17.99 17.55	23.25 21.16	14 15	1.17 1.45	1.10 79	1.27 1.32	22 21	1st half 2nd "	} 20		
29.39 29.29	6.67 6.18	38.75 30.82	17.19 18.04	4.68 1.71	0.35 7.69	80 26	41.77 49.53	4.23 1.37	39.84 37.39	21.99 21.55	59 73	60 1.12	1.90 2.47	87 1.08	25 22	1st half 2nd "			
1.165 1.284	1.62 1.79	972 950	612 612	18.9 199	213 74	19 18	1.63 1.823	1.52 1.46	1.192 1.232	772 924	18 19	32 41	82 33	92 76	12 15	1st half 2nd "	} 22		
2.52 2.28	4.23 3.62	7.99 3.14	2.81 2.81	2.92 2.37	2.61 2.61	1.58 1.39	2.56 2.71	2.79 2.99	3.34 3.03	2.85 2.83	3.54 3.79	1.90 2.69	5.94 7.39	1.34 1.42	2.15 1.49	1st half 2nd "			
484 4.3	219 1.91	1,324 1,232	516 498	151 156	167 214	2 3	1,272 1,063	163 153	1,111 996	890 928	19 19	12 29	120 156	41 54	3 2	1st half 2nd "	} 24		
1,092 1,194	1,300 1,236	2,519 3,059	1,336 1,909	1,774 1,694	806 806	15 16	7,831 4,269	815 1,057	5,109 3,926	3,334 3,042	50 71	25 60	193 226	65 88	7 4	1st half 2nd "			
4,538 5,060	1,377 1,225	7,413 8,665	1,954 1,909	1,954 1,909	1,954 1,909	19 17	10,766 10,792	278 272	10,766 10,792	278 272	21 61	21 61	74 43	25 21	1st half 2nd "	} 26			
255,182 250,729	37,694 35,907	219,934 171,416	105,637 102,006	37,019 36,124	46,003 57,005	1,810 1,506	319,229 390,530	27,221 27,116	778,263 314,210	157,975 158,434	4,789 6,030	5,195 9,511	1,822 1,906	6,396 8,079	1,449 1,281		1st half 2nd "		
261,946 257,416	40,610 38,963	224,777 175,767	115,078 113,078	39,004 38,274	49,530 69,024	1,816 1,542	334,098 406,615	28,167 28,093	744,782 310,162	162,199 162,404	4,858 6,123	5,253 0,661	2,135 2,288	6,579 8,264	1,484 1,308	1st half 2nd "	} 28		
593 861	264 233	903 995	575 939	252 173	322 372	4 4	3,028 3,973	147 143	837 804	1,270 1,129	30 28	13 30	41 58	18 33	4 5	1st half 2nd "			
12.84 12.83	11.45 11.44	15.50 15.39	14.33 13.99	11.44 11.93	13.98 13.91	14.86 15.00	14.11 13.81	26.37 28.10	11.75 11.78	15.63 15.41	17.96 17.33	15.21 15.28	49.32 49.32	11.79 11.58	16.94 15.44	1st half 2nd "	} 30		
6.23 6.20	5.68 5.67	7.66 8.19	6.75 5.97	4.53 4.88	6.57 6.71	7.47 7.71	6.42 6.64	9.20 8.07	4.60 5.82	6.23 6.17	8.99 9.00	7.89 7.86	27.48 27.48	5.80 5.68	7.98 7.37	1st half 2nd "			
3.12 3.16	4.00 4.09	7.09 2.98	2.98	2.85 2.89	3.84 3.85	2.98 2.99	4.01 4.01	2.03 2.05	2.09 2.08	1.95 1.99	2.00 2.00	4.50 3.53	3.00 3.00	4.50 4.45	1st half 2nd "	} 32			
2.00 2.00	2.75 2.75	7.00 2.99	2.50 2.50	2.00 2.00	2.06 2.06	7.00 3.00	2.01 2.01	2.18 2.20	2.03 2.05	2.09 2.08	1.95 1.99	2.00 2.00	9.00 9.00	2.25 2.25	3.00 3.00		1st half 2nd "		
2.05 2.06	2.93 2.93	3.15 3.17	2.64 2.65	2.16 2.17	2.20 2.19	3.06 3.07	2.14 2.11	2.54 2.59	2.10 2.12	2.25 2.24	2.12 2.12	2.07 2.09	12.94 18.57	2.36 2.35	3.07 3.05	1st half 2nd "	} 34		
46.33 38.01	48.64 47.99	38.92 34.74	47.11 50.71	37.59 43.16	39.82 42.89	51.04 51.19	28.66 27.34	61.35 67.33	49.99 49.87	44.71 44.65	31.43 32.79	55.92 42.38	213.30 195.91	67.90 38.47	59.48 48.85	1st half 2nd "			

Analysis of working of each railway

NOTE—Railways not shown

Serial number	PARTICULARS	GAUGE		5' 6"										11 (a)
		Num ber		1 (a)	2 (a) to (f)	3 (a)	4 (a) to (d)	5 (a) to (f)	6 (a) to (c)	8 (a) & (b)	9 (a) to (f)	10 (a) & (b)		
		Calen dar year 1905 by half years	Bengal Central	Bengal Nagpur	Bom bay, Baroda and Central India	Eastern Bengal	East Indian	Great Indian Penin sula	Madras	Nizam's Guarun teed State	North West ern	Oudh and Rohil- khand.	Assam Bengal	
	COACHING TRAFFIC—contd													
	UNITS AND UNIT MILEAGE—contd													
	Average number of units in a train—													
36	1st class	No	1st half 2nd "	0 42 1 21	1 36 1 66	1 74 1 15	1 51 1 39	1 93 2 55	2 29 2 08	0 95 0 92	1 07 1 19	1 27 1 17	0 90 0 67	
37	2nd "	"	1st half 2nd "	2 12 3 51	3 05 3 51	3 02 3 41	3 59 3 44	8 36 6 57	7 50 8 99	7 59 6 98	3 38 3 70	3 31 3 63	1 71 1 58	
38	3rd or intermediate class	"	1st half 2nd "	9 80 8 05	7 52 8 05	15 58 15 58	20 57 16 96	15 14 15 20	16 14 16 93	2 35 2 03	11 67 11 99	14 81 14 15	1 51 1 37	
39	4th or lowest	"	1st half 2nd "	176 97 235 10	235 10 215 85	205 56 186 31	166 68 148 69	213 55 211 68	129 92 128 31	233 24 218 54	110 33 113 46	163 15 157 18	142 72 132 50	160 93 135 65
40	Total passenger units	"	1st half 2nd "	169 31 223 62	247 03 223 62	236 13 214 31	192 58 170 21	233 81 231 71	156 35 156 36	245 33 231 64	118 92 121 36	179 27 174 06	162 11 151 45	164 45 139 47
41	Other coaching traffic	Tons	1st half 2nd "	1'25 1 71	1 36 1 71	2 90 2 94	1 21 0 99	2 83 2 59	2 51 2 34	3 00 2 15	1 63 1 58	1 58 1 70	1 15 1 18	1 25 1 13
	VEHICLES AND VEHICLE MILEAGE—													
	Number of coaching vehicles haul- ed one mile (in thousands)—													
42	1st class	Vehicle miles	1st half 2nd "	91 1,247	1 224 1,247	927 950	694 984	4 308 4,527	5,063 5,630	1,376 1,366	358 361	4 133 4,707	1,504 1,815	398 420
43	2nd "	"	1st half 2nd "	182 1,235	1 160 1,235	2 093 2,094	649 972	4 745 5,057	5 765 6,280	1,627 1,597	395 359	4,099 4,784	1,502 1,675	391 418
44	3rd or intermediate class	"	1st half 2nd "	166 1,096	1,096 1,135	799 913	1,359 1,767	4 619 5,435	3,641 4,033	262 256	1,624 1,674	4,821 5,237	2,467 2,526	357 194
45	4th or lowest	"	1st half 2nd "	931 9,569	10,519 9,569	8,926 8,020	4,589 6,498	30,610 33,477	20,529 21,998	9 551 9,663	1,624 1,674	31 308 32,926	9 646 10 119	2,901 3,044
46	Other vehicles	"	1st half 2nd "	253 986	986 959	1,778 1,860	981 1,310	5,265 4,965	5,906 6,556	1,485 1,419	161 163	3,205 4,278	855 812	498 519
47	Brake vans	"	1st half 2nd "	175 1,563	1,563 1,887	1,403 1,404	674 1,025	6,114 6,321	6,040 6,318	2,277 2,347	363 363	6,181 6,235	2,522 2,586	296 296
48	Total	"	1st half 2nd "	1,748 16,818	16,818 16,052	16,016 16,181	8,946 12,546	55,664 59,782	46,944 50,815	16,578 16,648	2,901 2,925	53,747 58,167	18,816 19,563	4 836 4,891
	Average number of vehicles in a coaching train—													
49	1st class	No	1st half 2nd "	0 72 1 11	1 20 1 11	0 85 0 83	1 12 1 11	1 27 1 25	1 46 1 54	1 30 1 27	1 17 1 15	1 09 1 14	11 25 1 19	1 44 1 50
50	2nd "	"	1st half 2nd "	1 04 1 13	1 13 1 10	1 92 1 86	1 05 1 10	1 41 1 40	1 67 1 71	1 54 1 48	1 30 1 15	1 08 1 16	1 04 1 08	1 43 1 49
51	3rd or intermediate class	"	1st half 2nd "	1 31 1 07	1 07 1 01	0 74 0 81	2 19 2 00	1 37 1 50	1 05 1 10	0 25 0 21	5 32 5 35	1 27 1 26	1 72 1 62	1 31 0 69
52	4th or lowest	"	1st half 2nd "	7 34 10 26	8 19 8 57	8 19 7 95	7 41 7 34	9 07 9 27	5 04 6 00	9 04 8 98	5 32 5 35	8 28 7 95	6 66 6 52	10 65 10 88
53	Other vehicles	"	1st half 2nd "	2 00 0 95	0 95 0 86	1 63 1 66	1 58 1 43	1 56 1 37	1 71 1 79	1 40 1 32	0 53 0 54	0 85 1 03	0 59 0 52	1 83 1 85
54	Brake vans	"	1st half 2nd "	1 38 1 82	1 82 1 69	1 57 1 30	1 09 1 16	1 81 1 75	1 75 1 72	2 15 2 18	1 19 1 16	1 63 1 51	1 74 1 67	1 09 1 06
55	Total	"	1st half 2nd "	13 79 16 43	16 43 14 34	14 70 14 41	14 44 14 19	16 49 16 34	13 55 13 86	15 68 15 47	9 51 9 35	14 20 14 05	13 00 12 60	17 75 17 47
	Average earnings per coaching vehicle per mile—													
56	1st class	Pies	1st half 2nd "	8 45 16 62	16 62 14 26	23 07 20 64	21 19 14 12	17 50 16 54	15 25 16 00	21 96 20 52	12 88 12 41	11 48 11 74	12 02 11 76	10 11 9 25
57	2nd "	"	1st half 2nd "	15 12 18 39	18 39 19 91	30 83 28 76	23 18 19 60	16 70 17 08	21 74 22 79	25 55 25 25	27 40 28 13	14 78 15 40	17 19 18 11	9 58 8 62
58	3rd or intermediate class	"	1st half 2nd "	26 44 23 85	23 85 25 55	63 55 57 44	28 09 25 03	36 09 35 05	45 85 45 75	42 62 38 37	12 70 12 70	27 62 23 58	26 10 26 32	4 69 7 98
59	4th or lowest	"	1st half 2nd "	70 16 55 11	55 11 60 27	56 07 54 13	55 31 50 61	52 76 50 65	47 05 45 95	53 20 54 14	43 60 43 60	41 62 44 68	52 18 49 59	44 34 36 23
60	Other vehicles	"	1st half 2nd "	25 60 56 85	56 85 76 11	50 73 49 26	35 96 33 39	58 70 62 88	19 87 17 97	68 87 63 16	104 95 114 11	64 99 57 10	50 29 91 59	29 18 26 94

(by systems) during each half-year of 1905—contd

do not prepare these statistics

3' 3 3/4"													2' 6"				GAUGE		Serial number
12 (a) & (b)	14 (a) to (d)	15 (a)	3 (b) and (c)	8 (c)	18 (a) to (c)	11 (b)	2 (g) to (m)	20 (a) & (b)	21 (a) to (f)	22 (a) to (j)	23 (a)	1 (b)	30 (a)	9 (g) & (h)	1 (e)	Number			
Bengal and North West ern	Bhav nagar Gondal Juna-gad Por-bandar	Burma	Eastern Bengal	Hydera bad Go-davari Valley	Jodh pur Bikaner	Noa khali (Bengal)	Raj putana Malwa	Rohil kund and Kum aon	South Indian	Sou thern Ma-hrat ta	Udaipur Chitor	Jubbna pore Gondia exten-sion	Kalka Simla	Khushal garh Ko hat Thal and Now shera Durgai	Raipur Dhamtari	Calendar year 1905 by half years			
0 42 0 34	1 35 1 08	1 37 1 26	0 84 0 78	0 63 0 51	0 69 0 78	0 08 0 13	0 78 0 58	1 07 1 05	0 93 0 81	1 15 1 01	1 06 0 97	0 39 0 71	3 77 4 66	0 63 0 71	0 24 0 12	1st half 2nd "	38		
0 94 0 93	8 01 6 90	3 62 3 15	2 51 2 97	6 19 5 47	3 31 2 94	0 79 0 85	2 35 2 33	5 38 7 24	4 54 3 19	4 32 3 29	2 84 3 88	0 77 1 44	6 02 6 76	0 99 1 15	0 58 0 27	1st half 2nd "		37	
3 69 3 94	8 61 7 41		12 00 13 00		8 03 7 31	0 97 0 93	6 60 5 90	1 77 1 86				0 67 1 46		1 13 0 57	2 18 1 43	1st half 2nd "	39		
218 09 195 30	232 19 200 53	226 35 174 91	172 68 158 93	129 25 117 68	191 57 203 31	94 52 81 67	195 04 213 63	179 55 185 65	283 69 255 07	204 74 171 37	272 52 315 05	163 50 229 38	56 97 57 01	98 30 106 08	124 63 86 76	1st half 2nd "		40	
224 24 200 51	250 16 215 97	231 34 179 32	183 03 176 23	136 07 123 66	203 60 219 34	96 36 83 58	204 77 222 44	187 77 195 80	289 36 259 07	210 21 1 5 67	276 42 319 90	165 33 232 99	66 76 68 43	101 10 108 51	127 63 188 53	1st half 2nd "	41		
0 51 0 67	1 63 1 30	0 93 1 01	0 91 1 45	0 88 0 56	1 32 1 36	0 19 0 19	1 86 1 84	0 97 0 93	0 70 0 65	1 65 1 22	1 70 1 46	0 42 0 72	1 29 1 72	0 23 0 43	0 34 0 36	1st half 2nd "			
2,042 2,177	274 281	1,511 1,508	807 799	344 360	357 367	14 14	2,248 2,451	231 247	1,179 1,205	1,207 1,237	21 21	42 56	83 45	34 36	6 5	1st half 2nd "	43		
1,862 1,929	384 419	1,776 1,788	671 726	369 393	361 359	13 11	2,151 2,381	205 229	1,447 1,421	1,236 1,310	20 26	42 56	34 47	34 35	5 5	1st half 2nd "		44	
2,067 2,147	269 296		1,240 1,448		493 443	23 10	1,170 1,170	116 144				21 32		91 33		1st half 2nd "	45		
18,247 19,767	2,205 2,294	14,812 14,600	5,880 6,516	1,960 1,790	3,142 3,590	163 155	21,393 25,512	1,033 1,989	16,737 16,914	9,765 10,974	264 315	662 896	125 151	492 522	128 118	1st half 2nd "		46	
469 459	128 131	894 920	632 1,320	158 139	324 353		1,423 1,629	60 63	1,976 2,013	991 1,055	7 8	25 33		38 82	8 8	1st half 2nd "	47		
2,707 2,924	414 443	1,313 1,359	687 705	298 292	845 859	27 26	3,964 4,259	291 292	1,230 1,209	1,423 1,631	56 55	18 21	83 82	83 59	16 20	1st half 2nd "			
27,334 29,403	3,634 3,864	20,306 20,235	10,137 11,514	3,149 2,974	5,462 5,971	240 219	32,354 37,602	2,896 2,969	22,569 22,762	14,622 16,307	363 425	840 1,064	275 325	712 767	163 156	1st half 2nd "	49		
1 75 1 69	1 09 1 57	1 56 1 54	1 32 1 24	1 20 1 17	1 47 1 34	0 70 0 74	1 38 1 34	1 52 1 69	0 99 0 98	1 56 1 39	1 18 1 11	1 32 1 36	1 03 1 33	0 53 0 47	0 47 0 36	1st half 2nd "		50	
1 60 1 50	2 36 2 33	1 83 1 82	1 10 1 13	1 29 1 27	1 13 1 31	0 70 0 75	1 32 1 30	1 35 1 57	1 21 1 15	1 60 1 42	1 14 1 33	1 32 1 36	1 06 1 42	0 53 0 46	0 47 0 36	1st half 2nd "	51		
1 73 1 67	1 78 1 65		2 06 2 25		1 78 1 63	1 19 0 55	0 72 0 64	0 77 0 99				0 66 0 77		0 48 0 43		1st half 2nd "		52	
15 66 15 40	13 58 12 32	15 24 14 39	9 60 10 16	6 91 5 78	12 93 13 12	8 51 8 39	13 11 18 96	13 14 13 63	14 05 13 73	12 66 11 87	15 05 16 45	20 83 20 88	3 93 4 50	7 55 6 85	10 98 8 00	1st half 2nd "	53		
0 35 0 36	0 79 0 73	0 92 1 00	1 36 2 06	0 55 0 45	1 33 1 29	0 02 0 02	0 87 1 00	0 40 0 46	1 66 1 64	1 29 1 14	0 38 0 44	0 79 0 78		0 58 1 08	0 71 0 50	1st half 2nd "		54	
2 32 2 23	2 55 2 48	1 35 1 39	1 12 1 10	1 04 0 94	3 47 3 14	1 40 1 40	2 43 2 33	1 92 2 00	1 03 0 98	1 84 1 82	3 18 2 25	0 56 0 50	2 59 2 46	1 28 0 77	1 36 1 37	1st half 2nd "			
23 46 22 90	22 75 21 38	20 40 20 64	16 56 17 34	10 99 9 61	22 45 21 82	12 52 11 85	19 83 20 57	19 10 20 33	18 94 18 48	18 95 17 64	20 93 22 18	25 48 25 65	8 61 9 71	10 95 10 06	13 99 10 59	1st half 2nd "	55		
3 04 2 56	9 14 7 90	13 58 12 57	9 18 8 71	6 01 5 20	6 53 8 09	1 80 2 69	7 98 5 99	18 57 17 40	11 07 9 73	11 53 11 12	16 06 15 33	4 51 7 94	181 07 200 81	15 01 17 35	8 78 5 22	1st half 2nd "		56	
3 65 3 83	10 23 16 73	15 53 14 16	15 45 15 70	21 78 21 04	14 65 15 07	8 42 8 67	11 43 11 87	36 57 40 07	17 21 16 10	16 80 14 34	22 34 26 15	4 60 8 32	156 65 136 84	10 90 14 31	9 87 5 57	1st half 2nd "	57		
6 84 7 45	19 30 17 95		17 51 17 83		12 87 13 03	3 15 6 47	27 47 27 59	9 23 7 57				4 55 6 69		7 12 3 90		1st half 2nd "		58	
27 94 25 33	47 02 43 04	44 60 35 13	44 93 39 14	37 43 40 68	30 52 32 74	33 29 29 21	29 95 30 75	29 79 29 99	40 94 39 02	33 83 30 09	36 13 38 18	15 70 21 97	130 43 132 95	29 28 34 85	34 93 33 32	1st half 2nd "	59		
67 22 71 35	99 17 85 37	39 32 35 26	31 39 35 71	60 04 53 73	39 55 45 21		60 75 50 42	149 04 142 32	21 18 19 93	57 26 47 78	140 37 107 43	29 28 39 13	106 42 136 58	32 41 15 47	28 76 31 98	1st half 2nd "		60	

Analysis of working of each railway

NOTE—Railways not shown

Serial number	PARTICULARS	Gauge	5' 6'											Assam Bengal
			Number	1 (a)	2 (a) to (f)	3 (a)	4 (a) to (d)	5 (a) to (f)	6 (a) to (c)	8 (a) & (b)	9 (a) to (f)	10 (a) & (b)		
													Bengal Central	
	COACHING TRAFFIC—contd VEHICLES AND VEHICLE MILEAGE— contd Carrying capacity hauled one mile (excluding brakes) (in thousands)—	Calendar year 1905 by half years												
61	1st class Seats	{ 1st half 2nd "	1,506	10,347 10,487	23,244 22,474	15,111 21,120	60,390 63,670	67,310 79,300	12,750 12,697	4,916 4,852	64,603 76,125	39,214 10,124	4,59 4,91	
62	2nd " "	{ 1st half 2nd "	2,551	15,463 16,754	78,051 74,769	15,627 23,796	105,667 110,639	155,342 171,570	27,001 26,749	8,580 7,760	81,142 95,826	33,161 35,800	4,56 4,88	
63	3rd or intermediate class "	{ 1st half 2nd "	8,960	36,186 38,105	36,026 40,997	60,185 63,590	212,493 233,642	196,488 221,335	10,391 10,164	69,652 91,845	168,510 180,377	66,777 88,110	7,82 5,24	
64	4th or lowest class "	{ 1st half 2nd "	50,685	569,757 516,104	500,535 491,111	250,927 366,900	1,768,218 1,913,881	1,078,117 1,111,049	550,874 566,434		1,662,398 1,743,812	559,542 568,263	107,63 107,90	
65	Other vehicles Tons	{ 1st half 2nd "	3,038	8,407 8,293	8,671 19,016	9,890 16,660	54,049 46,601	29,608 32,237	8,962 8,279	675 931	40,906 56,595	23,390 23,619	1,53 1,58	
	Percentage of freight upon capacity hauled—													
66	1st class Per cent	{ 1st half 2nd "	3.57	13.46 12.84	9.22 8.31	7.13 4.81	8.45 7.90	9.83 11.79	16.99 17.31	5.04 5.04	6.80 6.15	4.68 4.54	5.31 4.97	
67	2nd " "	{ 1st half 2nd "	10.53	20.27 23.46	18.18 16.16	14.23 12.67	11.53 11.23	18.61 18.31	23.71 36.17	27.00 28.14	15.74 16.00	14.45 15.75	10.21 9.07	
68	3rd or intermediate class "	{ 1st half 2nd "	13.87	21.30 23.64	47.13 42.66	21.17 17.93	24.06 23.51	25.40 28.03	23.69 21.51	37.57 38.65	26.20 27.53	24.72 21.93	5.27 7.30	
69	4th or lowest class "	{ 1st half 2nd "	44.09	42.31 46.78	41.76 42.59	39.72 35.82	40.78 39.96	43.27 42.22	44.03 41.52		37.14 37.73	36.92 31.96	42.39 35.18	
70	Other vehicles "	{ 1st half 2nd "	5.20	16.58 23.15	35.57 52.90	7.59 5.23	16.00 20.07	29.23 26.53	35.75 28.00	56.67 53.19	14.60 12.43	7.10 7.76	22.27 19.67	
	WEIGHT OF TRAIN AND TON MILEAGE Gross ton mileage of all coaching trains (in thousands)—													
71	Freight Ton miles	{ 1st half 2nd "	1,117	16,710 17,397	18,969 18,047	7,996 10,002	57,541 60,026	41,019 43,962	13,992 17,548	3,733 2,629	47,093 50,788	13,960 16,128	3,049 2,676	
72	Dead weight "	{ 1st half 2nd "	26,236	251,958 248,695	256,692 260,115	116,359 203,111	938,043 1,021,463	789,193 8,55,557	216,509 247,723	40,655 41,103	809,439 882,063	337,699 333,082	47,672 46,923	
73	Total "	{ 1st half 2nd "	27,683	263,668 266,292	275,661 278,163	154,355 213,113	975,591 1,081,489	631,142 902,519	265,501 269,251	43,383 43,932	856,527 932,856	353,506 369,210	50,721 49,601	
74	Average weight of a coaching train— Freight Tons	{ 1st half 2nd "	11.42	16.30 15.56	17.41 16.07	12.91 11.31	17.04 16.62	12.13 11.99	17.97 16.31	8.96 9.04	12.45 12.26	10.99 10.39	11.19 9.56	
75	Dead weight "	{ 1st half 2nd "	206.95	215.73 222.49	235.72 231.70	236.29 229.78	277.84 282.75	228.26 231.23	233.21 230.19	193.22 131.33	213.92 215.00	233.23 227.45	171.99 167.66	
76	Total "	{ 1st half 2nd "	218.37	262.03 233.05	253.13 247.77	249.20 241.09	294.63 299.37	210.69 216.22	231.18 216.50	142.18 140.12	226.37 225.26	214.22 237.64	186.16 177.22	
	COST OF WORKING AND PROFITS— Average cost of hauling a coach- ing train one mile—	Rs	{ 1st half 2nd "	2.06 1.25	1.62 1.78	1.84 1.58	0.99 1.05	1.73 1.53	1.66 1.66	1.20 1.22	1.14 1.18	1.31 1.24	2.62 1.69	
78	Average cost of hauling a coach- ing vehicle with its load one mile—	Pies	{ 1st half 2nd "	31.93 16.38	23.37 26.03	26.45 23.20	10.39 11.00	21.61 21.16	23.56 21.03	12.86 13.20	17.47 18.12	22.33 21.79	30.19 19.79	
	Average cost of hauling a coach- ing unit one mile—													
79	Per passenger unit "	{ 1st half 2nd "	1.83	0.90 0.94	1.18 1.42	1.57 1.53	0.73 0.79	1.42 1.62	1.19 1.27	0.81 0.82	1.15 1.20	1.48 1.50	2.75 2.09	
80	Other traffic per ton "	{ 1st half 2nd "	39.79	10.84 8.19	11.73 12.86	42.20 44.93	6.63 6.72	13.61 16.88	9.29 12.18	4.71 5.06	9.12 10.45	10.03 8.99	39.92 29.61	
81	Average profit on working a coaching train one mile— Average profit on working a coach- ing vehicle one mile—	Rs	{ 1st half 2nd "	1.27 2.32	1.85 1.50	1.16 1.07	2.47 2.34	1.13 0.96	1.93 1.63	2.53 2.64	1.40 1.33	1.16 1.09	0.29 0.79	
82	1st class Pies	{ 1st half 2nd "	-23.48	0.24 -3.91	-0.30 -5.39	-5.26 -9.03	7.11 5.54	-6.36 -6.10	-1.60 -5.71	0.02 -0.79	-5.99 -6.33	-10.36 -10.03	-20.08 -10.54	
83	2nd " "	{ 1st half 2nd "	-16.81	2.01 1.74	7.46 2.73	-3.27 -3.60	6.31 6.08	0.13 -1.37	0.99 1.22	14.54 14.93	-2.69 -2.72	-5.49 -3.38	-20.81 -11.77	
84	3rd or intermediate class "	{ 1st half 2nd "	-5.49	7.47 7.38	40.18 31.41	1.64 1.83	25.70 22.05	24.27 21.59	19.06 14.34	29.84 30.40	10.15 10.46	3.72 4.53	-25.50 -11.81	
85	4th or lowest class "	{ 1st half 2nd "	36.23	38.73 42.10	32.70 28.10	28.89 27.44	42.39 39.65	25.44 21.79	34.64 30.11		27.15 26.56	30.10 27.80	14.15 16.47	
86	Other vehicles "	{ 1st half 2nd "	-6.33	40.47 57.94	26.96 23.23	9.51 10.19	48.21 51.63	28.26 23.81	45.31 39.13	92.09 100.91	47.52 38.98	57.91 70.10	-1.01 7.15	

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DIX 18—continued.

(by systems) during each half year of 1905—contd

do not prepare these statistics

3 3 3'

2' 6'

3 3 3'												2' 6'				Gaver		Serial number.
12 (a) & (b)	14 (a) to (d)	15 (a)	8 (b) & (c)	8 (c)	18 (a) to (c)	(11) (b)	2 (g) to (m)	20 (a) & (b)	21 (a) to (f)	22 (a) to (f)	23 (c)	1 (b)	30 (a)	9 (g) & (h)	1 (c)	Number		
Bengal and North West ern	Bhav nagar Gondal- Juna gad Por bandar	Burma	Eastern Bengal	Hyder abad Goda vari Valley	Jodh pur- Bika ner	Noa lhal (Bon gal)	Rajpu tan Malwa	Rohil kand and Ju moun	South Indian	South ern Mah ratta	Udaipur Chitor	Jubbil pore Gonda exten sion	Kalka Simla	Khushal garh Ko- hat Thr and Now shera Durgai	Rampur- Dhantari	Calendar year 1905 by half- years		
16,959 20,092	2,800 2,912	15,077 15,141	9,014 8,906	6,467 6,758	3,672 3,831	144 150	22,391 23,917	2,767 2,971	11,002 11,517	9,862 10,491	207 270	126 147	406 450	426 498	33 32	1st half 2nd "	} 61	
27,708 28,444	5,167 5,520	23,378 23,648	8,027 8,707	8,311 9,027	4,336 4,505	144 149	25,818 28,511	2,460 2,746	16,006 16,631	15,198 16,239	241 307	126 169	594 841	426 488	33 32	1st half 2nd "		
44,783 46,203	3,921 4,071		23,408 27,623		11,154 11,398	490 276	29,391 29,290	2,279 3,265				84 113		901 961	} 3,907 3,707	1st half 2nd "	} 63	
537,072 580,321	65,421 69,829	440,196 433,911	171,567 189,509	96,122 95,400	96,098 111,061	5,778 5,493	700,951 632,391	71,143 73,671	542,214 548,878	813,805 853,416	7,665 9,175	20,010 24,071	3,016 3,613	11,873 12,642		1st half 2nd "		} 64
1,110 1,484	498 511	2,835 3,019	5,095 5,079	833 611	3,960 4,126	1 1	7,685 9,840	229 283	4,855 5,117	2,761 3,046	27 34	88 114	823 829	113 244	12 11	1st half 2nd "	} 65	
2 55 2 15	7 81 6 07	8 78 8 14	5 73 5 38	2 80 2 81	4 55 5 53	1 12 1 64	5 63 4 45	5 87 5 14	10 10 8 63	9 02 8 35	9 01 6 95	9 68 19 99	29 64 28 31	10 30 10 87	8 64 5 64	1st half 2nd "		} 66
3 94 4 20	25 16 22 39	11 98 10 42	19 14 21 93	21 34 18 77	18 53 18 72	10 43 10 35	14 84 14 51	33 13 38 50	33 80 23 61	21 93 18 73	20 71 24 51	19 41 35 29	32 46 26 91	15 10 17 93	20 79 12 60	1st half 2nd "	} 67	
10 13 10 95	35 63 32 58		31 37 31 37		17 52 17 54	3 50 6 21	36 63 36 84	11 77 8 32				25 98 53 70		8 91 4 48	36 04	1st half 2nd "		} 68
47 50 43 21	57 62 51 42	49 96 89 51	61 60 53 83	38 54 36 18	48 50 51 33	31 36 27 43	45 40 46 91	38 26 36 81	62 39 57 25	50 34 44 83	62 48 65 75	25 96 39 51	60 41 52 76	53 70 63 90	35 12	1st half 2nd "	} 69	
58 44 57 98	53 06 45 73	31 85 32 51	18 89 11 51	30 30 28 40	12 51 9 02		39 40 14 28	64 17 50 70	17 24 15 72	45 98 37 06	111 63 81 82	14 96 26 38	12 47 17 49	16 07 13 54	22 24 47 70	1st half 2nd "		} 70
16,300 16,347	2,735 2,586	14,513 11 62	7,511 7,772	2,635 2,510	8,316 3,998	115 96	23,197 27,900	1,877 1,886	21,676 20,072	11,104 10,971	323 398	329 612	178 205	416 533	93 84	1st half 2nd "	} 71	
195,730 214,862	23,324 25,133	175,986 177,312	75,469 88,734	34,725 33,842	42,333 46,182	2,200 2,039	244,572 285,469	21,395 22,491	176,873 79,749	115,150 134,157	3,012 3,527	5,282 6,753	2,353 2,712	3,731 4,221	649 680	1st half 2nd "		} 72
212,039 231,209	26 069 27,719	190,499 188,964	83,000 96,506	37,360 36,352	45,639 50,430	2,315 2,135	267,769 313,369	23,272 21,577	198,049 199,812	126,554 145,128	3,335 3,925	5,611 7,861	2,531 2,917	4,147 4,754	742 761	1st half 2nd "	} 73	
14 00 12 73	16 85 14 14	14 94 11 89	12 27 12 12	9 19 8 11	13 63 14 61	5 99 5 23	14 22 15 26	12 33 12 91	18 19 16 29	14 39 11 87	18 39 20 78	10 37 14 76	5 47 6 15	6 39 7 00	8 02 5 68	1st half 2nd "		} 74
168 00 167 36	143 74 140 39	181 12 180 90	123 95 138 29	121 14 109 34	174 22 169 85	114 86 110 51	149 90 156 16	141 12 153 98	148 02 145 90	149 63 145 11	171 53 184 26	166 21 162 84	73 53 81 08	57 34 55 42	55 83 45 03	1st half 2nd "	} 75	
182 00 180 09	160 59 154 83	196 06 192 79	135 62 150 41	130 33 117 45	187 85 184 46	120 85 115 74	164 12 171 42	153 50 166 69	166 21 162 19	164 62 156 95	189 77 205 04	176 68 177 69	79 15 87 23	63 73 62 42	63 65 51 76	1st half 2nd "		} 76
0 85 0 91	1 19 1 76	1 70 1 84	1 28 1 01	1 54 1 72	1 18 1 21	1 41 1 36	1 01 1 23	1 13 1 8	1 41 1 18	1 40 1 32	1 77 2 18	1 46 1 67	2 58 1 92	1 42 1 34	0 64 0 69	1st half 2nd "	} 77	
7 72 8 45	14 16 17 66	16 67 18 31	15 89 11 58	19 23 24 55	11 90 12 48	24 41 24 93	11 14 13 05	12 47 16 53	15 14 12 98	15 73 16 07	19 22 21 11	11 23 12 77	57 62 37 66	28 20 27 71	9 78 14 10	1st half 2nd "		} 78
0 71 0 86	1 09 1 49	1 34 1 87	1 14 0 88	1 33 1 63	1 03 0 91	2 81 3 11	0 89 1 00	1 11 1 51	0 85 0 80	1 17 1 34	1 19 1 24	1 64 1 34	5 25 4 00	2 52 2 08	0 93 1 11	1st half 2nd "	} 79	
5 54 4 99	8 50 11 73	15 85 17 60	33 70 26 80	11 63 19 29	12 43 11 28	6 40 8 25	5 68 8 90	33 81 30 91	13 50 16 14	6 10 8 17	21 72 14 63	112 17 54 81	64 14 73 67	15 18 22 66	1st half 2nd "	} 80		
1 67 1 27	2 74 1 86	2 29 1 30	1 53 1 80	1 03 0 65	1 43 1 60	0 17 0 03	1 55 1 48	1 67 1 41	1 93 1 85	1 45 1 01	1 57 1 66	0 44 1 02	3 36 5 47	-0 08 0 08	1 51 0 80		1st half 2nd "	} 81
-4 68 -5 92	-5 02 -9 76	-3 09 -5 74	-6 71 -2 87	-13 22 -19 35	-5 37 -4 39	-22 61 -22 24	-3 16 -7 06	6 10 0 82	-4 07 -3 25	-4 20 -4 95	-3 16 -5 51	-6 72 -1 83	123 45 162 95	-13 19 -10 39	-1 00 -1 18	1st half 2nd "	} 82	
-4 07 -4 65	5 07 -0 03	-1 09 -4 15	-0 44 4 12	2 55 -3 51	2 75 2 59	-15 90 -16 26	0 29 -1 18	24 10 23 49	2 07 3 12	1 07 -1 73	3 12 5 01	-6 63 -4 15	90 03 98 97	-17 20 -13 43	-0 09 -8 53	1st half 2nd "		} 83
-0 88 -1 03	5 14 0 29		1 63 6 25		0 97 0 55	-21 26 -18 40	16 33 14 51	-3 24 -9 01	"	"	"	-6 63 -6 08		-21 03 -23 84	25 15 16 92	1st half 2nd "	} 84	
20 22 16 85	32 56 25 33	27 93 16 82	29 04 27 56	18 20 16 13	18 62 20 26	8 88 4 25	18 81 17 70	17 32 15 41	25 80 25 04	15 15 14 02	16 91 17 04	4 47 9 20	72 66 95 03	1 03 7 11	1st half 2nd "	} 85		
59 50 62 87	85 01 67 71	23 65 16 95	15 50 24 18	40 61 29 18	27 65 32 78	49 61 37 37	136 57 125 74	6 04 6 95	41 53 31 71	121 15 86 29	18 07 26 36	48 60 98 77	4 21 -12 47	18 98 16 95	1st half 2nd "		} 86	

Analysis of working of each railway

NOTE—Railways not shown

Serial number	PARTICULARS	Gauge	5' 6"										
			Num ber	1 (a)	2 (a) to (f)	3 (a)	4 (a) to (d)	5 (a) to (f)	6 (a) to (c)	8 (a) & (b)	9 (a) to (f)	10 (a) & (b)	11 (a)
			Calen dar year 1905 by half years	Bengal Central	Bengal Nagpur	Bom bay, Baroda and Central India	East ern Bengal	East Indian	Great Indian Peninsula	Madras	Nizam's Guaran teed State	North West ern	Oudh and Rohil khand	Assam Bengal
87	COACHING TRAFFIC—conold Cost of Working and Profits— conold Average profit on working a coaching unit one mile— Per passenger unit	Pies {	1st half 2nd "	1 27 1 60	1 30 1 14	1 13 1 18	1 72 1 64	1 05 0 89	1 27 1 14	1 50 1 49	1 27 1 23	1 16 1 14	0 33 0 97
88	Other traffic per ton	" {	1st half 2nd "	1 25 29 38 29 82	16 63 14 91	4 80 5 16	25 08 26 66	20 36 19 81	22 91 26 48	29 15 33 53	28 96 21 27	31 90 31 63	2 62 14 76
89	GOODS TRAFFIC GROSS RECEIPTS AND TRAIN MILEAGE— (In thousands) Receipts from goods traffic	Rs {	1st half 2nd "	1 47 82 83 65 74	79 27 60 36	18 63 50 45	2 77 95 2 48 99	2 61 57 1 84 42	61 47 63 95	17 44 15 84	2 34 02 1 95 78	33 88 33 19	6 46 10 59
90	Goods train miles run	No {	1st half 2nd "	70 1 833 1 577	703 518	371 709	4 748 4 509	4 428 3 587	1 541 1 500	3 35 3 53	4 984 4 493	1 028 913	413 472
91	Average goods receipts per train mile	Rs {	1st half 2nd "	2 10 4 85 4 17	11 28 11 01	5 03 7 17	5 85 5 52	5 91 5 14	4 18 4 26	5 21 4 48	4 70 4 37	3 68 3 50	1 56 2 24
92	UNITS AND UNIT-MILEAGE (In thousands) Tons of goods carried one mile	Ton miles {	1st half 2nd "	4 569 322 737 258 473	195 997 156 532	59 632 129 961	1 325 090 1 182 625	729 235 535 513	207 233 199 515	52 500 49 722	964 934 839 631	159 236 128 976	27 169 37 510
93	Average sum received for carrying a ton one mile	Pies {	1st half 2nd "	6 20 5 28 4 88	7 76 7 40	6 01 7 51	4 03 4 04	6 89 6 61	5 97 6 15	6 31 6 12	4 66 4 37	4 81 4 91	5 35 5 42
94	Average number of tons in a train	Tons {	1st half 2nd "	65 14 176 07 163 83	278 82 285 45	160 67 183 36	279 65 262 49	164 63 119 28	191 50 132 99	122 44 110 30	193 63 191 61	154 87 1 60 5	76 17 79 44
95	VEHICLES AND VEHICLE MILEAGE— Number of goods vehicles hauled one mile— (In thousands) Loaded	Vehicle miles {	1st half 2nd "	646 31 471 21 801	22 685 18 118	8 685 14 096	117 827 103 718	80 671 64 589	27 809 27 105	4 993 4 652	95 935 85 177	22 4 9 20 982	1 401 6 391
96	Empty	" {	1st half 2nd "	183 14 499 12 528	5 872 3 677	2 113 5 535	60 939 57 003	25 916 18 261	11 910 11 482	2 735 2 477	31 816 25 411	5 801 6 121	1 652 2 585
97	Brake vans	" {	1st half 2nd "	57 3 356 2 676	611 453	368 741	4 789 4 549	8 181 6 305	2 493 2 636	569 618	5 097 5 274	922 895	386 428
98	Total	" {	1st half 2nd "	886 49 326 37 007	9 201 22 548	11 221 20 372	183 904 165 301	114 771 89 345	42 212 41 223	8 297 7 747	132 848 115 865	29 162 28 001	6 471 9 104
99	Average number of vehicles in a goods train— Freight vehicles	No {	1st half 2nd "	11 82 25 08 21 77	40 62 40 29	29 18 27 70	37 65 35 65	24 07 23 09	25 77 25 72	17 92 15 82	95 63 21 67	27 47 28 60	14 73 19 01
100	Brake vans	" {	1st half 2nd "	0 81 1 83 1 69	0 92 0 83	1 05 1 04	1 00 1 01	1 85 1 81	1 62 1 76	1 32 1 37	1 02 1 18	0 89 0 91	0 94 0 91
101	Total	" {	1st half 2nd "	12 63 26 91 23 46	41 54 41 12	30 23 28 74	38 65 36 66	25 92 24 90	27 39 27 48	19 24 17 19	26 67 25 85	28 3 29 54	15 67 19 92
102	Average earnings per goods vehicle per mile (excluding brakes)	Pies {	1st half 2nd "	34 16 37 10 36 77	53 29 52 45	33 11 49 73	29 85 29 74	47 12 43 74	31 17 31 82	43 33 42 66	35 17 33 99	27 12 23 51	20 39 22 64
103	Carrying capacity hauled one mile (excluding brakes)	Tons {	1st half 2nd "	11 471 688 506 509 396	594 921 298 269	140 926 262 663	2 601 014 2 347 659	1 516 799 1 181 849	561 373 549 311	114 843 106 002	1 905 606 1 680 471	355 777 347 653	57 245 85 233
104	Percentage of freight upon capacity hauled	Per cent {	1st half 2nd "	39 83 46 68 50 74	49 63 52 48	42 31 49 48	50 95 50 37	18 08 45 31	35 92 36 32	45 98 46 88	50 61 51 17	41 76 37 10	10 53 44 01
105	Average load of a goods vehi- cle (including both loaded and empty) per mile	Tons {	1st half 2nd "	5 51 7 03 7 53	6 86 7 08	5 51 6 62	7 41 7 36	6 84 6 46	5 22 5 17	6 63 6 97	7 55 7 78	5 64 4 76	3 81 4 18
106	Average load of a loaded goods vehicle per mile	" {	1st half 2nd "	7 07 10 25 11 86	8 64 8 50	6 87 9 22	11 25 11 40	9 04 8 29	7 45 7 36	10 45 10 69	10 06 10 10	7 10 6 15	5 27 5 87
107	WEIGHT OF TRAIN AND TON- MILEAGE— Gross ton mileage of all goods trains— (In thousands) Freight	Tons {	1st half 2nd "	4 569 322 737 258 473	195 996 156 532	59 638 129 962	1 325 090 1 182 625	729 235 535 513	207 233 199 515	52 799 49 722	964 934 859 681	159 236 128 976	23 199 37 510
108	Dead weight	" {	1st half 2nd "	11 179 504 518 390 188	241 897 187 888	110 028 204 658	1 671 917 1 517 715	1 175 987 926 096	410 483 401 379	86 789 84 237	1 293 977 1 139 414	264 088 255 716	89 765 62 200
109	Total	" {	1st half 2nd "	15 748 827 255 648 661	437 893 344 415	169 661 334 620	2 997 007 2 700 340	1 895 222 1 461 609	617 735 600 894	139 598 133 959	2 258 961 1 999 295	423 324 384 692	62 964 99 710

DIX 18—continued

(by systems) during each half-year of 1905—contd

do not prepare those statistics

3' 33"												2' 6'				GAUGE		Serial number.
12 (a) & (b)	14 (a) to (d)	15 (a)	3 (b) & (c)	8 (c)	18 (a) to (c)	11 (b)	2 (g) to (m)	20 (a) & (b)	21 (a) to (f)	22 (a) to (f)	23 (a)	1 (b)	30 (a)	9 (g) & (h)	1 (e)	Number		
Bengal and North West ern	Brav nagar Gondal Juna gad Por-bandar	Bnrma.	Eastern Bengal	Hyder abad Goda vari Valley	Jodh pur Bikaner	Non khal (Ben gal)	Raj putana Malwa	Rohil khand and Ku maon	South Indian	South ern Mah ratta	Udaipur Chitor	Jubbulpore Gondia extension	Kalka Simla	Khushhal garh Kohat Thal and Nowshera Dargal.	Raipur-Dham tari	Calendar year 1905 by half years		
1 34 1 20	1 84 1 14	1 81 1 30	1 50 1 77	0 83 0 54	1 17 1 23	0 25 -0 04	1 25 1 11	1 43 1 08	1 25 1 32	1 08 0 90	0 93 0 88	0 43 0 75	7 69 9 57	-0 16 0 27	2 14 1 64	1st half 2nd "	} 87	
40 79 33 02	39 54 36 26	23 07 17 14	18 41 23 91	25 96 23 87	27 39 31 61		22 26 19 09	55 67 58 43	16 18 18 96	31 21 28 51	25 08 24 62	34 20 27 75	101 18 141 10	3 76 -35 20	43 90 21 19	1st half 2nd "		} 88
36,55 27,09	5,29 3,04	47,91 37,46	16,81 27 39	12,83 6 36	10,04 10,25	5 7	1,01,65 83,23	5,32 5,11	29,94 31,69	36,40 32,35	37 36	1 66 1 64	1,35 1,65	62 71	37 19	1st half 2nd "	} 89	
1,168 948	129 92	1,456 1,378	485 587	551 206	279 277	4 5	2,207 1,844	182 168	1,021 1,175	1,346 1,262	8 8	79 83	53 46	70 106	19 17	1st half 2nd "		} 90
3 13 2 86	4 11 3 31	3 29 2 72	3 47 4 67	3 66 3 08	3 59 3 70	1 12 1 25	4 61 4 51	2 92 3 05	2 93 2 70	2 71 2 56	4 47 4 22	2 09 1 98	2 57 3 57	0 88 0 67	1 03 1 16	1st half 2nd "	} 91	
130,129 94,176	10 119 6 652	121,224 103,740	50,519 69,554	26,764 13,361	27,872 27,905	127 183	319,766 252,603	17,158 14,339	81,053 89,574	104,168 95,783	403 402	5,162 6,879	572 842	2,593 1,457	908 672	1st half 2nd "		} 92
5 39 5 52	10 04 8 78	7 59 6 93	6 39 7 55	9 21 9 14	6 92 7 05	7 28 7 06	6 10 6 33	5 95 6 83	7 09 6 79	6 71 6 48	17 74 16 97	6 14 4 57	45 31 37 52	4 56 9 14	6 83 5 49	1st half 2nd "	} 93	
111 39 99 32	78 64 72 40	83 27 75 31	104 24 118 57	50 11 34 77	99 76 109 61	28 88 33 92	144 92 186 97	94 20 85 56	79 36 76 24	77 41 75 87	48 39 45 47	65 35 83 16	10 87 18 25	37 19 14 00	47 51 40 64	1st half 2nd "		} 94
23,419 17,803	2,419 1,608	25,346 22,755	10,769 14,031	4 441 2,741	4,999 4,622	41 52	52,611 42,546	2,452 2,411	16,421 17,781	23,911 21,637	118 116	1,103 999	196 232	536 733	203 111	1st half 2nd "	} 95	
9 552 7,821	1,221 902	11,271 8,715	2,075 2,422	2,080 1,923	1,688 1,923	14 17	20,684 12,911	1,306 1,201	5,359 6,854	5,942 5,645	63 71	436 433	94 79	171 280	123 46	1st half 2nd "		} 96
1,630 1,998	153 82	2 002 2,017	501 550	805 511	92 103	7 10	2 309 1,773	251 252	902 1,233	1,841 1,713		31 88		61 108	29 23	1st half 2nd "	} 97	
34 631 27,022	3,796 2,592	38,619 33,487	13,345 17,033	7,326 4,975	6,779 6 648	62 79	75,604 57,233	4 009 3,864	22 682 2,868	31,694 29 045	183 187	1,570 1,470	290 311	768 1,121	355 180	1st half 2nd "		} 98
23 25 27 02	28 82 27 31	25 15 22 85	26 51 28 05	12 21 9 79	23 93 23 60	12 74 12 95	73 22 30 07	20 63 21 55	21 33 20 97	22 13 21 65	21 97 22 27	19 11 17 31	5 51 6 74	10 14 9 54	17 10 9 47	1st half 2nd "	} 99	
1 40 1 47	1 18 0 90	1 38 1 46	1 03 0 99	1 51 1 33	0 33 0 37	1 63 1 74	1 04 0 96	1 23 1 50	0 88 1 05	1 37 1 36		0 39 0 46		0 88 1 01	1 50 1 41	1st half 2nd "		} 100
29 65 28 49	29 50 28 21	26 53 24 31	27 54 29 04	13 72 11 12	24 26 23 97	14 13 14 69	34 26 31 03	22 01 23 05	22 21 22 02	23 55 23 01	21 97 22 27	19 80 17 77	5 51 6 74	11 02 10 55	18 60 10 88	1st half 2nd "	} 101	
21 26 20 30	27 87 23 26	25 12 22 26	25 13 31 97	37 78 32 45	28 83 30 07	16 90 18 49	26 63 28 81	27 17 27 14	26 10 24 70	23 41 22 73	39 08 36 46	20 67 22 00	59 35 101 61	16 74 13 41	21 11 23 57	1st half 2nd "		} 102
324 008 252,410	25 704 18,493	288 207 2,0234	100 014 116,394	69,777 39,441	60 300 59,708	527 672	611 773 490,218	40,084 39,595	157,515 181,482	213,047 199,703	1,533 1,539	9 601 9,171	1,780 2,100	3 158 4,830	1,745 1,140	1st half 2nd "	} 103	
40 06 37 35	39 25 35 97	17 06 41 16	46 33 17 79	38 35 33 83	46 22 46 70	24 05 27 16	49 83 51 53	42 81 36 23	51 45 49 36	48 89 47 96	26 12 26 14	53 87 75 00	32 13 40 03	82 10 32 83	52 04 58 95	1st half 2nd "		} 104
3 94 3 68	2 78 2 65	3 31 3 30	3 93 4 23	4 10 3 55	4 17 4 26	3 32 2 62	4 36 4 55	4 57 3 97	3 72 3 61	3 49 3 50	2 20 2 15	3 37 4 80	1 97 2 71	3 67 1 47	2 73 4 29	1st half 2nd "	} 105	
5 56 5 29	4 18 4 14	4 78 4 55	4 69 4 96	6 08 4 87	5 58 6 04	3 11 3 19	6 08 5 94	7 00 5 95	4 94 5 04	4 36 4 42	3 40 3 48	4 70 6 89	2 92 3 64	4 84 2 03	4 47 6 05	1st half 2nd "		} 106
130,129 94,176	10,119 6,652	121,224 103,740	50,519 69,554	26,765 13,361	27,873 27,905	127 183	319,766 252,603	17,159 14,340	81,053 89,574	104,168 95,783	403 402	5,181 6,879	572 842	2,593 1,467	908 672	1st half 2nd "	} 107	
174,509 137,003	17,539 12,116	216,508 195,777	76,061 98,569	45,181 26,050	36,218 35,970	358 501	339,138 267,343	19 707 19,094	130,690 151,041	167,944 155,046	1,037 1,060	9 011 8,451	2,795 2,743	3,104 4,622	1,245 855	1st half 2nd "		} 108
304,633 232,084	27,608 18,798	337,732 299,517	126,530 168,123	71,946 39,411	61 091 63,875	485 634	658,904 519,946	36,866 33 434	211,743 240,615	272,112 250,829	1,440 1,462	14,192 15,330	3,367 3,585	5,697 6,109	2,153 1,527	1st half 2nd "	} 109	

Analysis of working of each railway

NOTE—Railways not shown

Serial number	PARTICULARS	GAUGE.											
		Number	5' 6"										
				1 (a)	2 (a) to (f)	3 (a)	4 (a) to (d)	5 (a) to (f)	6 (a) to (c)	8 (a) & (b)	9 (a) to (f)	10 (a) & (b)	11 (a)
		Calendar year 1905 by half-years	Bengal Central	Bengal Nagpur	Bombay, Baroda and Central India	Eastern Bengal	East Indian	Great Indian Peninsula	Madras	Nizam's Guaranteed State	North Western	Ondh and Rohilkhand	Assam Bengal
GOODS TRAFFIC—concl'd													
WEIGHT OF TRAIN AND TON MILEAGE—concl'd													
Average weight of a goods train—													
110	Freight Tons	1st half 2nd "	65 14	176 07 163 89	278 82 285 45	160 67 183 36	279 09 262 29	164 68 149 28	134 50 132 99	122 44 110 30	193 63 191 81	151 87 136 08	56 17 79 44
111	Dead weight "	1st half 2nd "	159 39	275 24 247 40	344 12 342 63	296 44 238 75	352 13 336 61	263 30 253 16	266 38 267 55	201 15 186 87	259 64 254 17	256 85 269 80	96 23 131 73
112	Total	1st half 2nd "	224 53	451 31 411 29	622 94 628 07	457 11 472 11	631 22 598 90	427 98 407 14	400 88 400 54	323 59 297 17	453 27 445 98	411 72 405 83	152 40 211 17
COST OF WORKING AND PROFIT													
113	Average cost of hauling a goods train one mile Rs	1st half 2nd "	2 12	2 15 2 07	3 99 4 51	3 37 3 09	2 12 2 10	2 37 2 53	2 65 2 70	1 64 1 52	2 29 2 34	2 21 2 12	2 14 2 02
114	Average cost of hauling a goods vehicle with its load one mile Pies	1st half 2nd "	31 49	16 44 18 27	18 86 21 47	22 29 21 39	10 81 11 30	18 91 21 02	19 74 20 17	13 59 14 46	17 16 18 23	15 46 14 22	27 96 20 37
115	Average cost of hauling a goods unit (viz., one ton) one mile "	1st half 2nd "	6 26	2 34 2 43	2 75 3 03	4 03 3 23	1 46 1 54	2 76 3 25	3 78 3 90	1 99 2 07	2 27 2 35	2 74 2 99	7 33 4 87
115 A	Average cost of hauling a goods unit one mile, including interest on capital expended on open line at the rate of 5 per cent per annum "	1st half 2nd "	10 11	5 15 5 76	5 16 5 76	7 48 5 72	2 87 3 06	4 93 5 90	7 69 7 32	5 08 5 33	4 83 4 59	5 27 5 93	15 53 11 04
116	Average profit on working a goods train one mile Rs	1st half 2nd "	—0 02	2 70 2 10	7 29 6 50	1 66 4 08	3 73 3 42	3 54 2 61	1 53 1 56	3 57 2 96	2 41 2 03	1 67 1 38	—0 53 0 22
117	Average profit on working a goods vehicle with its load one mile Pies	1st half 2nd "	—0 33	20 66 18 50	34 43 39 98	10 91 28 34	19 04 18 44	28 21 21 72	11 43 11 65	29 71 28 20	18 01 15 76	11 66 9 29	—7 57 2 27
11	Average profit on working a goods unit (viz., one ton) one mile "	1st half 2nd "	—0 08	2 94 2 45	5 01 3 37	1 98 4 28	2 57 2 50	4 13 3 36	2 19 2 25	1 35 4 03	2 39 2 02	2 07 1 95	—1 03 0 55
DETAILED PERCENTAGES OF EARNINGS AND EXPENDITURE													
Percentage on Total Earnings—													
119	Coaching traffic Percent	1st half 2nd "	63 27	28 07 34 85	31 63 37 12	44 92 30 56	29 16 32 33	24 26 32 50	36 35 35 11	22 35 24 62	28 65 31 23	43 73 48 22	52 31 36 60
120	Goods traffic "	1st half 2nd "	22 13	68 02 60 89	66 24 66 90	45 11 66 39	69 30 65 80	74 74 66 19	60 86 62 41	73 63 70 20	69 74 64 54	48 72 44 18	42 56 55 82
121	Sandries, including telegraph "	1st half 2nd "	14 60	3 65 3 33	2 13 1 98	9 97 3 05	1 27 1 48	1 00 1 01	2 79 2 48	4 02 5 18	1 61 1 23	7 56 7 60	4 45 7 01
122	Steam boat earnings "	1st half 2nd "		0 26 0 33			0 27 0 39						0 63 0 57
	Total	1st half 2nd "	100 00 100 00	100 00 100 00	100 00 100 00	100 00 100 00	100 00 100 00	100 00 100 00	100 00 100 00	100 00 100 00	100 00 100 00	100 00 100 00	100 00 100 00
Percentage of Working Expenses on Total Earnings—													
123	Maintenance Percent	1st half 2nd "	22 03	11 60 9 42	7 46 9 29	18 73 9 25	8 30 6 92	8 86 10 35	12 57 15 14	7 47 8 88	13 57 12 72	21 47 19 10	37 17 23 14
124	Locomotive expenses "	1st half 2nd "	15 14	11 63 14 01	16 26 18 26	13 26 15 70	10 22 10 29	18 62 22 25	23 06 19 81	10 31 10 17	20 73 23 13	16 35 17 49	27 18 19 56
125	Carriage and wagon expenses "	1st half 2nd "	3 01	3 36 4 24	5 19 5 15	7 30 4 29	2 83 5 89	4 24 5 71	6 81 8 45	3 12 2 97	3 25 3 59	3 07 3 35	8 22 5 83
126	Traffic expenses "	1st half 2nd "	11 63	7 15 8 59	6 18 6 93	15 80 12 17	7 47 7 93	6 83 8 77	7 20 7 41	5 45 5 74	6 88 8 13	10 19 11 72	13 76 12 92
127	General charges "	1st half 2nd "	16 91	4 84 6 03	3 63 4 19	6 10 3 87	3 18 3 59	3 31 4 14	4 56 5 19	4 99 5 45	2 79 3 03	4 34 4 65	17 91 14 06
128	Miscellaneous expenses "	1st half 2nd "	7 48	3 53 3 03	1 17 2 50	2 39 4 48	2 65 1 88	1 99 2 44	3 65 3 51	1 74 1 71	1 29 1 37	2 19 3 46	5 58 5 24
129	Steam boat expenses "	1st half 2nd "		0 62 1 33			0 25 0 46				—0 01 0 01		1 59 0 53
130	TOTAL WORKING EXPENSES	1st half 2nd "	76 20	42 78 46 65	39 89 46 33	63 57 49 76	34 95 36 96	44 15 53 68	57 85 59 51	33 98 34 92	48 50 51 93	57 51 59 77	111 41 81 23

DIX 18—continued.

(by systems) during each half-year of 1905—contd.

Do not prepare these statistics

3 3/4"												2' 6"				GAUGE		Serial number.
12 (a) & (b)	14 (a) to (d)	15 (a)	3 (b) & (c)	8 (c)	18 (a) to (e)	11 (b)	12 (g) to (m)	20(a) & (b)	21 (a) to (f)	22 (a) to (j)	23 (a)	1 (b)	30 (a)	9 (g) & (h)	1 (e)	Number	Calendar year 1905 by half years	
Bengal and North West orn	Bhav- nagar Gondal Juna gad Por- bandar	Barma	Eastern Bengal	Hydera- bad Go- davari Valley	Jodhpur Bikaner	Noa khal (Bengal)	Raj- putana Malwa	Rohil- khand and Kumaon	South Indian	South- orn Mah- ratta	Udaipur Chitor	Jubbulpore Gondia extension	Kalka Simla	Khashtal Kohat Thal and Nowshera Dargai	Rampur Dham- tari			
111 89 99 32	78 64 72 40	83 27 75 30	104 24 118 57	50 11 34 77	99 76 100 61	29 58 33 92	144 92 136 97	94 20 85 35	79 36 76 24	77 41 75 87	48 39 47 85	65 35 53 16	10 87 18 25	37 19 14 00	47 51 40 64	1st half 2nd "		110
149 33 145 44	126 30 132 20	118 72 142 12	156 94 168 04	84 60 67 80	129 64 129 63	83 49 93 14	153 69 144 96	108 20 113 93	127 96 128 56	124 81 122 31	124 58 126 11	113 64 102 18	53 15 59 45	44 51 43 51	65 15 51 73	1st half 2nd "		111
260 77 244 76	214 94 204 60	231 99 217 42	261 18 286 61	134 71 102 57	229 49 230 29	113 07 127 06	298 61 281 93	202 40 199 48	207 32 204 80	202 22 193 68	172 97 173 96	178 99 185 34	64 02 77 70	81 79 57 51	112 66 92 37	1st half 2nd "		112
1 22 1 21	1 99 2 32	2 01 2 07	2 46 1 93	1 57 1 80	1 44 1 52	1 72 1 49	1 84 2 04	1 47 1 89	1 76 1 49	1 73 1 68	1 62 1 80	1 48 1 74	2 09 1 71	1 82 1 24	1 13 1 23	1st half 2nd "		113
8 27 8 80	13 53 16 33	15 33 17 41	17 83 13 19	16 19 18 97	11 53 12 33	19 93 22 10	10 62 13 02	13 69 16 80	15 86 13 67	14 90 11 86	14 16 15 57	11 62 19 97	72 70 48 61	34 50 24 90	12 74 20 03	1st half 2nd "		114
2 10 2 39	4 87 6 16	4 63 5 29	4 53 3 12	3 94 5 34	2 77 2 89	8 53 8 43	2 43 2 86	3 00 4 24	4 26 3 76	4 59 4 24	6 43 7 25	4 34 4 03	36 89 17 95	9 40 16 97	4 57 5 83	1st half 2nd "		115
4 59 5 36	10 37 12 73	8 01 9 10	8 64 6 28	7 06 10 34	4 92 4 95	16 57 4 69	4 06 4 69	5 42 7 00	7 54 6 04	8 44 8 92	31 07 31 92	10 95 9 57	118 86 73 31	18 49 32 55	10 08 12 48	1st half 2nd "		115 A
1 91 1 62	2 12 0 99	1 28 0 65	1 01 2 74	2 09 1 28	2 15 2 18	-0 20 -0 21	2 77 2 47	1 45 1 16	1 17 1 21	0 98 0 88	2 85 2 42	0 61 0 24	0 48 1 86	-0 94 -0 57	0 80 -0 07	1st half 2nd "		116
12 99 11 50	14 34 6 93	9 79 5 45	7 30 19 78	21 59 18 48	17 80 17 74	-3 03 -3 61	16 01 15 79	13 48 10 29	10 54 11 03	8 46 7 87	24 92 20 69	6 00 2 63	16 60 53 00	-17 76 -11 49	8 97 -1 46	1st half 2nd "		117
3 29 3 13	5 17 2 62	2 46 1 64	1 86 4 43	5 27 3 80	4 15 4 16	-1 30 -1 37	3 67 3 47	2 95 2 59	2 83 3 03	2 42 2 24	11 31 9 72	1 80 6 54	8 42 19 67	-4 84 -7 83	2 24 -0 34	1st half 2nd "		118
41 97 40 01	55 21 66 23	43 93 44 31	46 44 30 46	26 88 41 03	37 76 41 74	85 29 77 77	28 59 36 51	42 04 44 49	56 27 53 24	37 06 39 23	59 90 66 23	2 26 39 92	57 43 58 61	57 88 59 73	39 15 50 51	1st half 2nd "		119
49 62 42 06	42 53 31 37	54 33 53 80	45 41 53 84	70 68 55 19	59 72 55 65	13 53 20 36	69 58 61 28	52 86 51 99	42 29 45 13	61 35 59 90	37 90 32 40	71 90 58 69	10 81 39 01	40 91 39 21	57 92 44 09	1st half 2nd "		120
1 52 2 66	2 26 2 70	1 10 1 50	1 04 1 78	2 44 3 12	2 52 2 61	1 18 1 87	1 83 2 21	0 44 3 53	1 44 1 63	1 59 1 87	2 20 0 53	1 79 1 39	1 76 2 38	1 21 1 06	2 93 5 40	1st half 2nd "		121
6 89 6 27		0 35 0 33	7 11 8 92					4 66			0 84					1st half 2nd "		122
100 00 100 00	100 00 100 00	100 00 100 00	100 00 100 00	100 00 100 00	100 00 100 00	100 00 100 00	100 00 100 00	100 00 100 00	100 00 100 00	100 00 100 00	100 00 100 00	100 00 100 00	100 00 100 00	100 00 100 00	100 00 100 00	1st half 2nd "		
10 21 13 38	11 70 17 51	16 39 19 23	18 99 10 82	21 59 24 58	12 87 12 74		7 46 9 29	8 25 10 20	12 54 12 00	16 33 16 61	12 01 20 44	16 12 23 63	4 30 -1 35	58 61 44 61	14 68 28 22	1st half 2nd "		123
10 61 10 51	10 85 13 08	18 33 25 35	16 19 9 53	11 10 15 52	15 22 16 07		16 26 18 25	14 15 11 76	19 26 15 13	20 35 23 39	16 66 13 70	2 25 18 87	29 32 18 87	38 59 41 12	16 44 19 78	1st half 2nd "		124
2 63 3 02	2 69 5 51	3 66 5 34	1 76 2 58	1 49 2 15	2 52 2 33		5 19 5 15	4 37 3 47	4 01 4 42	5 42 5 18	2 16 2 36	4 54 8 27	3 10 2 83	10 77 7 13	2 03 4 66	1st half 2nd "		125
7 40 8 62	7 37 8 78	7 98 10 11	9 97 8 37	6 51 9 96	5 74 5 50		6 19 6 99	7 92 7 94	7 73 7 71	7 82 8 60	8 51 7 86	12 51 11 14	10 13 8 01	22 24 21 83	6 32 7 79	1st half 2nd "		126
4 67 5 73	8 25 10 52	5 66 6 93	5 78 3 82	7 08 11 61	3 74 3 41		3 63 4 19	7 56 7 64	6 14 6 57	7 51 8 16	6 75 6 25	12 62 12 63	10 71 6 60	14 16 13 13	6 58 10 25	1st half 2nd "		127
0 72 0 99	1 50 1 24	1 17 1 23	1 71 1 64	0 68 1 97	2 30 2 20		1 60 1 86	1 75 1 63	1 33 1 54	1 56 1 60	1 68 1 76	1 00 1 26	2 41 1 34	2 54 2 70	0 59 0 94	1st half 2nd "		128
3 58 3 91		0 85 0 96	6 87 5 28											3 38 3 58		1st half 2nd "		129
39 82 46 16	42 36 56 64	54 09 69 35	61 27 42 04	48 45 60 79	42 39 42 20	102 17	40 33 45 73	44 30 43 64	50 61 47 37	58 99 62 54	47 77 52 37	72 04 77 43	59 97 36 35	150 29 134 10	46 69 71 64	1st half 2nd "		130

Analysis of working of each railway

NOTE—Railways not shown

Serial number	PARTICULARS	GAUGE Number Calendar year 1905 by half years	5' 6"										
				1 (a)	2 (a) to (f)	3 (a)	4 (a) to (d)	5 (a) to (f)	6 (a) to (c)	8 (a) & (b)	9 (a) to (f)	10 (a) & (b)	11 (a)
			Bengal Central	Bengal Nagpur	Bombay, Baroda and Central India	Eastern Bengal	East Indian	Great India Peninsula	Madras	Nizam's Guaranteed State	North West ern	Ondh and Rohil khand	Assam- Bengal
	PER MILE OF LINE MAIN TAINED												
131a	General superintendence (including office expenses) Rs.	1st half 2nd "	186 85	137 56 153 40	181 73 175 70	327 23 257 42	212 51 228 30	145 38 142 09	184 12 164 06	138 05 129 33	139 14 135 08	130 46 135 28	147 80 143 75
132a	Maintenance and renewal of permanent way	1st half 2nd "	804 78	345 70 263 36	603 76 567 35	1,676 73 707 99	781 60 266 24	616 50 464 86	414 20 532 75	237 62 274 12	603 98 371 48	719 42 540 55	363 41 294 17
133a	Repairs of bridges, &c.	1st half 2nd "	15 60	297 56 16 43	105 75 164 22	290 83 188 72	163 70 163 91	179 70 220 44	93 99 104 27	41 00 64 08	77 70 62 58	176 59 168 69	116 21 77 12
134a	Conservancy of rivers	1st half 2nd "				0 17				0 13 0 08	15 56 37 64	3 46 3 71	
135a	Repairs of stations and buildings	1st half 2nd "	76 75	48 37 73 37	199 13 107 79	363 57 278 41	235 34 314 35	141 00 118 58	83 21 102 49	123 68 68 97	177 09 155 85	210 86 171 01	62 30 38 32
136a	Other charges (not)	1st half 2nd "	65 52	25 33 66 95	47 06 96 53	154 75 96 76	166 52 197 71	81 49 83 03	1,030 31 260 88	16 58 63 07	182 96 241 37	121 55 120 46	67 13 39 45
137a	Total maintenance, &c.	1st half 2nd "	1,149 50	854 12 578 71	1,077 33 1,111 91	2,813 17 1,527 17	1,502 66 1,172 76	1,151 16 1,029 00	941 87 1,051 15	504 16 371 65	1,196 34 1,014 00	1,395 94 1,150 72	762 08 532 81
	PER MILE OF TRACK, INCLUDING SIDINGS												
131b	General superintendence (including office expenses) Rs.	1st half 2nd "	157 49	119 03 120 84	122 19 117 65	168 53 153 06	133 35 115 35	104 79 101 02	152 38 135 76	122 70 115 00	169 53 118 69	113 90 117 84	131 65 127 77
132b	Maintenance and renewal of permanent way	1st half 2nd "	677 94	293 69 228 90	406 68 379 90	863 55 431 71	499 71 189 50	441 49 340 32	267 63 410 85	210 81 243 74	473 42 290 85	634 26 470 85	328 21 261 43
133b	Repairs of bridges, &c.	1st half 2nd "	13 14	257 6 11 01	71 10 110 16	149 81 115 88	60 01 105 60	123 67 161 39	77 79 86 57	39 13 56 08	61 16 49 00	154 17 147 11	103 52 63 54
134b	Conservancy of rivers	1st half 2nd "				0 11				0 12 0 07	12 25 29 17	3 62 3 09	
135b	Repairs of stations and buildings	1st half 2nd "	61 66	41 67 62 35	93 75 72 17	187 25 169 73	119 88 200 05	67 70 86 81	65 87 81 81	25 59 34 65	139 12 122 62	184 18 118 96	55 69 34 05
136b	Other charges (not)	1st half 2nd "	55 19	21 93 57 09	31 61 61 65	79 70 59 41	106 05 125 83	58 35 60 79	123 59 165 24	56 32 27 85	141 01 185 97	108 73 104 93	59 73 35 66
137b	Total maintenance, &c.	1st half 2nd "	968 43	739 33 193 42	724 76 714 3	1,418 81 937 91	967 03 716 43	846 39 753 73	570 25 915 53	418 67 503 29	941 69 703 91	1,218 16 932 78	678 86 526 85
	PER TOTAL TRAIN MILE												
131c	General superintendence (including office expenses) Rs.	1st half 2nd "	1 94	1 37 1 69	1 31 1 39	1 46 1 20	0 93 1 00	0 79 0 85	1 58 1 21	1 62 1 46	0 97 1 02	1 06 1 09	2 55 2 26
132c	Maintenance and renewal of permanent way	1st half 2nd "	8 35	3 13 2 50	4 46 4 50	7 46 3 40	3 12 1 17	3 54 2 87	7 82 5 33	2 79 3 09	4 19 2 62	6 10 4 35	6 37 4 64
133c	Repairs of bridges, &c.	1st half 2nd "	0 16	2 95 0 17	0 78 1 1	1 29 0 88	0 15 0 73	0 93 1 36	0 91 0 77	0 52 0 72	0 54 0 44	1 11 1 06	2 01 1 23
134c	Conservancy of rivers	1st half 2nd "									0 11 0 27	0 03 0 03	
135c	Repairs of stations and buildings	1st half 2nd "	0 80	0 18 0 77	1 67 0 86	1 62 1 29	1 03 1 18	0 71 0 73	0 71 0 76	0 74 0 44	1 23 1 10	1 72 1 36	1 08 0 61
136c	Other charges (not)	1st half 2nd "	0 68	0 24 0 69	0 35 0 76	0 69 0 15	0 72 0 87	0 11 0 52	1 28 1 18	0 67 0 71	1 27 1 71	1 01 0 97	1 16 0 62
137c	Total maintenance, &c.	1st half 2nd "	11 93	8 17 6 63	7 96 8 82	12 52 7 12	6 55 5 15	6 28 6 56	8 20 8 15	5 94 6 45	8 31 7 16	11 36 9 19	13 17 9 35
	PER 1,000 GROSS TON MILES												
131d	General superintendence (including office expenses) Rs.	1st half 2nd "	0 55	0 23 0 30	0 21 0 23	0 28 0 28	0 12 0 13	0 11 0 17	0 29 0 27	0 27 0 35	0 17 0 19	0 21 0 23	0 96 0 71
132d	Maintenance and renewal of permanent way	1st half 2nd "	2 97	0 56 0 52	0 70 0 76	1 12 0 81	0 13 0 16	0 61 0 55	0 70 0 86	0 15 0 15	0 71 0 48	1 22 0 70	2 40 1 46
133d	Repairs of bridges, &c.	1st half 2nd "	0 04	0 48 0 03	0 12 0 22	0 25 0 22	0 06 0 10	0 18 0 26	0 15 0 17	0 09 0 13	0 09 0 08	0 28 0 28	0 75 0 38
134d	Conservancy of rivers	1st half 2nd "									0 02 0 05	0 01 0 01	
135d	Repairs of stations and buildings	1st half 2nd "	0 23	0 08 0 14	0 16 0 14	0 31 0 31	0 13 0 19	0 19 0 14	0 18 0 17	0 06 0 08	0 22 0 20	0 34 0 28	0 41 0 19
136d	Other charges (not)	1st half 2nd "	0 19	0 04 0 13	0 06 0 13	0 13 0 11	0 09 0 11	0 08 0 10	0 24 0 32	0 11 0 13	0 22 0 39	0 20 0 20	0 44 0 20
137d	Total maintenance, &c.	1st half 2nd "	3 38	1 38 1 12	1 25 1 48	2 39 1 73	0 83 0 69	1 14 1 22	1 51 1 79	0 97 1 13	1 46 1 32	2 26 1 90	4 96 2 94

DIX 18—continued

(by systems) during each half-year of 1905—contd

do not prepare those statistics

3' 33"												2' 6"				GAUGE		Serial number
12 (a) & (b)	14 (a) to (d)	15 (a)	3 (b) & (c)	8 (c)	18 (a) to (c)	11 (b)	2 (g) to (m)	20 (a) & (b)	21 (a) to (f)	22 (a) to (g)	23 (a)	1 (b)	30 (a)	9 (g) & (h)	1 (e)	Number	Calender year 1905 by half years	
Bengal and North-Western	Shy nagar-Gondal Juna and Porbandar	Burma	Eastern Bengal	Hydera bad Go-davari Valley	Jodhpur Bikaner	Noa lhal (Bengal)	Rajputana Malwa	Rohil kund and Kumaon	Sonth Indian	Sonth ern Mah ratta	Udaipur-Chitror	Jnhbulpore Gondia extension	Kalla Simla	Khushal garh Kohat Thal and Nowshera Durgai	Raipur Dham tari			
WAY, WORKS AND STATIONS																		
86 69 91 68	86 08 49 72	128 17 136 21	115 66 113 45	116 90 111 45	19 38 18 34		92 88 96 51	65 79 73 83	150 92 162 11	82 00 80 87	38 84 39 00	76 60 56 52	239 33 -161 66	136 40 169 51	6 09 6 24	1st half 2nd "		131a
232 32 254 34	199 54 241 49	585 12 440 63	337 77 275 23	777 36 406 80	171 31 239 68		308 40 289 30	148 78 190 61	446 36 281 96	354 27 281 83	116 59 273 07	86 93 45 32	59 51	232 36 187 06	131 93 116 16	1st half 2nd "		132a
67 70 83 84	6 80 27 32	138 47 211 97	282 94 158 10	23 36 63 64	4 56 6 13		54 05 90 37	37 56 47 00	41 87 118 54	51 72 51 61	0 37 0 47	14 63	2 93	100 14 155 42	8 63 4 32	1st half 2nd "		133a
0 40 0 47		-0 06 0 18	0 57					6 25 -3 01						1 67		1st half 2nd "		134a
45 32 50 39	15 41 33 41	115 29 83 67	107 89 92 27	42 78 43 80	17 06 10 49		71 27 59 21	23 99 41 82	38 40 55 35	48 85 66 99	7 50 10 37	116 70	1 68	148 10 52 61	18 71 43 96	1st half 2nd "		135a
50 45 49 39	18 16 32 09	112 67 125 63	100 57 58 95	42 53 94 81	47 54 6 97		24 06 72 31	13 31 35 46	-24 57 4 75	45 07 49 41	11 90 10 40	3 98 43 91	1 33	50 05 45 58	1 28 48 06	1st half 2nd "		136a
482 83 530 60	325 99 384 03	1079 66 195 29	944 83 698 57	1,001 93 720 30	2,9 85 261 61		550 66 607 70	295 63 388 71	655 98 622 74	581 91 530 71	175 20 333 91	167 1 277 08	239 33 -90 21	668 72 610 18	166 64 218 74	1st half 2nd "		137a
74 05 79 31	78 36 45 20	110 08 116 31	98 07 96 45	105 16 109 28	18 45 17 42		79 21 52 38	58 27 65 38	133 82 143 88	73 80 72 94	36 43 36 58	71 03 52 52	216 60 -146 60	124 11 154 19	5 73 5 87	1st half 2nd "		131b
200 85 220 46	181 64 219 54	502 54 376 25	280 42 264 00	699 26 366 63	163 10 227 77		262 98 246 93	191 74 168 79	395 78 249 88	318 81 251 17	109 37 266 11	80 61 42 12	53 93	211 43 170 04	124 04 103 21	1st half 2nd "		132b
55 73 72 51	6 19 24 83	118 93 181 00	239 92 134 42	10 10 57 26	4 34 5 82		46 10 77 13	38 26 41 61	39 79 104 84	46 54 46 54	0 24 0 45	13 59	2 65	91 12 141 28	8 11 4 06	1st half 2nd "		133b
0 34 0 41		-0 05 0 16	0 43					5 53 -2 66						1 52		1st half 2nd "		134b
39 18 43 58	14 03 30 37	99 02 71 44	91 49 78 45	35 48 33 41	16 24 9 98		60 76 50 54	21 24 39 68	34 05 48 96	48 96 60 42	7 03 9 13	108 44	1 52	134 77 47 82	17 09 41 32	1st half 2nd "		135b
43 63 42 73	16 33 29 18	97 76 167 27	25 28 50 13	38 23 65 23	15 23 6 63		20 50 61 72	11 79 31 43	-21 79 4 19	40 56 44 56	11 16 9 76	3 69 40 80	1 21	45 54 41 43	1 20 45 19	1st half 2nd "		136b
417 49 459 02	296 75 349 12	927 28 852 43	861 18 533 30	901 16 648 46	247 41 267 62		469 55 518 69	261 83 444 20	581 15 550 15	523 17 478 67	164 34 312 63	155 33 257 47	216 60 -57 19	608 49 554 67	1 067 205 64	1st half 2nd "		137b
0 89 1 00	2 12 1 32	1 13 1 24	1 26 1 16	1 36 1 72	0 49 0 44		0 77 0 87	0 89 0 97	1 48 1 46	1 03 1 02	1 61 1 53	2 44 1 66	2 69 -1 93	2 14 1 96	0 17 0 18	1st half 2nd "		131c
2 38 2 77	4 91 6 9	5 17 4 01	3 67 2 83	9 06 6 28	4 38 5 80		2 55 2 60	2 00 2 51	4 37 2 54	4 46 3 55	4 84 10 67	2 77 1 33	0 71	3 64 2 17	3 86 3 34	1st half 2nd "		132c
0 19 0 91	0 17 0 73	1 22 1 52	3 07 1 62	0 26 0 93	0 12 0 15		0 45 0 81	0 51 0 62	0 44 1 07	0 65 0 65	0 01 0 01	0 43	0 04	1 57 1 80	0 25 0 12	1st half 2nd "		133c
0 01			0 01					0 08 -0 04						0 03		1st half 2nd "		134c
0 47 0 55	0 38 0 89	1 02 0 76	1 17 0 95	0 50 0 67	0 43 0 25		0 58 0 53	0 32 0 59	0 27 0 50	0 61 0 84	0 31 0 40	3 43	0 02	2 72 0 61	0 55 1 26	1st half 2nd "		135c
0 50 0 54	0 45 0 84	1 00 1 14	1 09 0 00	0 50 1 47	1 20 0 17		0 19 0 66	0 17 0 46	-0 24 0 03	0 7 0 62	0 49 0 41	0 13 1 29	0 01	0 78 0 53	0 04 1 38	1st half 2nd "		136c
4 94 5 77	8 13 10 16	9 54 9 07	10 26 7 17	11 68 11 12	6 62 6 81		1 54 5 47	3 97 5 11	6 42 5 69	7 32 6 68	7 26 13 02	5 34 8 14	2 69 -1 15	10 48 7 07	4 87 6 28	1st half 2nd "		137c
0 25 0 30	0 72 0 17	0 33 0 37	0 41 0 34	0 42 0 57	0 16 0 13		0 20 0 23	0 31 0 32	0 50 0 49	0 34 0 35	0 54 0 43	0 86 0 57	2 41 -1 47	1 83 2 06	0 12 0 16	1st half 2nd "		131d
0 60 0 82	1 66 2 33	1 48 1 21	1 20 0 82	2 78 2 10	1 29 1 74		0 66 0 72	0 70 0 85	1 47 0 87	1 48 1 22	1 64 3 42	0 97 0 46	0 54	3 12 2 27	2 56 2 85	1st half 2nd "		132d
0 19 0 27	0 06 0 26	0 34 0 58	1 00 0 47	0 08 0 35	0 03 0 05		0 11 0 23	0 17 0 21	0 15 0 96	0 22 0 22		0 14	0 03	1 34 1 89	0 17 0 10	1st half 2nd "		133d
		0 01						0 03 -0 01						0 09		1st half 2nd "		134d
0 13 0 16	0 13 0 32	0 29 0 23	0 38 0 28	0 15 0 22	0 13 0 09		0 16 0 15	0 11 0 20	0 13 0 17	0 20 0 29	0 10 0 13	1 17	0 02	1 99 0 64	0 36 1 07	1st half 2nd "		135d
0 14 0 16	0 15 0 31	0 29 0 34	0 36 0 17	0 16 0 49	0 36 0 05		0 05 0 18	10 06 0 16	-0 08 0 62	0 19 0 22	0 16 0 13	0 04 0 44	0 01	0 67 0 55	0 03 1 18	1st half 2nd "		136d
1 37 1 71	2 72 3 69	2 74 2 74	3 35 2 08	3 59 3 71	1 97 2 05		1 18 1 51	1 78 1 73	2 17 1 91	2 43 2 30	2 44 4 16	1 87 2 78	2 41 -0 87	8 97 7 41	3 23 5 86	1st half 2nd "		137d

Included with the Assam Bengal

Analysis of working of each railway

NOTE —Railways not shown

Serial number	PARTICULARS	5' 6"											
		GAUGE	1 (a)	2 (a) to (f)	3 (a)	4 (a) to (d)	5 (a) to (f)	6 (a) to (c)	8 (a) & (b)	9 (a) to (f)	10 (a) & (b)	11 (a)	
		Number											
		Calon dar year 1900 by half years	Bengal Central	Bongal Nagpur	Bombay, Baroda and Central India	Eastern Bengal	East Indian	Great Indian Peninsula	Madras	Nizam's Guaranteed State	North Western.	Oudh and Rohilkhand	Assam-Bengal
TABLE B—LOCOMOTIVE													
	Average price of fuel per ton in terms of	Rs { 1st half 2nd ,, Wood { 1st half 2nd ,,	5 89	2 96 2 57	16 68 14 48	6 02 6 17	1 97 1 97	11 11 11 32	10 79 10 14	4 68 4 67	13 61 13 76	7 33 8 02	7 42 7 44
PER TOTAL TRAIN MILE													
138a	General superintendence (including office expenses)	Annas { 1st half 2nd ,,	0 55	0 84 1 13	1 03 1 05	0 64 0 54	0 75 0 76	0 62 0 69	0 57 0 60	0 88 0 81	0 56 0 58	0 57 0 63	1 04 0 98
139a	Running expenses	Annas { 1st half 2nd ,,	1 23	2 32 2 35	3 01 2 98	2 24 1 76	2 19 2 17	2 77 2 80	1 91 1 97	1 82 1 82	1 49 1 51	1 16 1 12	1 70 1 61
140a	Fuel	Annas { 1st half 2nd ,,	2 22	1 39 1 15	3 31 5 92	2 69 2 69	0 95 0 96	4 2 4 39	4 61 4 32	2 00 1 83	5 18 5 38	3 12 3 36	2 73 2 40
141a	Water	Annas { 1st half 2nd ,,	0 17	0 17 0 17	0 49 0 47	0 21 0 17	0 11 0 12	0 31 0 33	0 33 0 29	0 27 0 25	0 20 0 24	0 12 0 13	0 21 0 21
142a	Oil, tallow and other stores	Annas { 1st half 2nd ,,	0 34	0 28 0 31	0 46 0 45	0 11 0 26	0 31 0 35	0 39 0 46	0 34 0 36	0 40 0 34	0 26 0 32	0 28 0 26	0 30 0 28
143a	Maintenance and renewal of locomotives	Annas { 1st half 2nd ,,	3 31	2 04 2 13	3 70 4 69	1 88 6 12	2 58 2 02	3 45 3 74	4 63 3 16	2 01 1 67	3 24 2 73	1 42 1 84	2 26 1 63
143A (a)	Maintenance and renewal of machinery, tools and plant	Annas { 1st half 2nd ,,	0 06	0 06 0 17	0 61 0 68	0 61 0 22	0 05 0 22	0 21 0 22	0 15 0 16	0 16 0 12	0 33 0 30	0 12 0 24	0 04 0 02
144a	Other charges (net)	Annas { 1st half 2nd ,,	0 32	1 41 1 54	1 25 1 09	0 49 0 32	1 13 1 07	1 16 1 04	2 50 1 75	0 67 0 54	1 44 1 96	1 81 0 83	1 35 0 76
145a	Total locomotive expenses	Annas { 1st half 2nd ,,	8 20	8 51 8 97	17 36 17 33	8 87 12 08	8 07 7 67	13 43 13 67	15 04 12 61	8 21 7 88	12 70 13 02	8 60 8 41	9 63 7 89
	Fuel consumed in terms of { Coal (Knrhurbaree) lbs Wood { 1st half 2nd ,,	1st half 2nd ,,	42 13	65 88 64 92	57 12 55 40	62 46 60 79	71 68 67 81	56 92 51 34	59 82 59 61	59 78 54 96	53 25 54 72	53 68 52 83	49 26 42 53
PER ENGINE MILE													
138b	General superintendence (including office expenses)	Annas { 1st half 2nd ,,	0 45	0 71 0 95	0 86 0 89	0 43 0 37	0 56 0 57	0 55 0 61	0 48 0 51	0 73 0 69	0 49 0 51	0 48 0 53	0 86 0 79
139b	Running expenses	Annas { 1st half 2nd ,,	1 00	1 97 2 00	2 59 2 52	1 51 1 21	1 62 1 63	2 42 2 46	1 61 1 67	1 52 1 54	1 30 1 31	0 98 0 95	1 39 1 29
140b	Fuel	Annas { 1st half 2nd ,,	1 82	1 18 0 98	5 56 5 01	1 81 1 83	0 71 0 73	3 94 3 86	3 89 3 65	1 67 1 55	4 52 4 68	2 65 2 87	2 24 1 63
141b	Water	Annas { 1st half 2nd ,,	0 14	0 14 0 14	0 41 0 39	0 14 0 12	0 08 0 09	0 27 0 29	0 28 0 25	0 23 0 21	0 18 0 21	0 10 0 11	0 17 0 16
142b	Oil, tallow and other stores	Annas { 1st half 2nd ,,	0 28	0 25 0 2	0 38 0 38	0 07 0 18	0 23 0 26	0 34 0 41	0 23 0 30	0 33 0 29	0 23 0 28	0 24 0 23	0 24 0 22
143b	Maintenance and renewal of locomotives	Annas { 1st half 2nd ,,	2 72	1 74 1 81	3 07 3 97	1 27 4 22	1 93 1 52	3 02 3 29	3 91 2 67	1 69 1 41	2 83 2 37	1 20 1 57	1 85 1 30
143A (b)	Maintenance and renewal of machinery, tools and plant	Annas { 1st half 2nd ,,	0 05	0 06 0 15	0 59 0 57	0 42 0 16	0 03 0 16	0 18 0 19	0 13 0 13	0 13 0 10	0 29 0 26	0 10 0 21	0 08 0 02
144b	Other charges (net)	Annas { 1st half 2nd ,,	0 26	1 20 1 30	1 04 0 92	0 33 0 22	0 83 0 80	1 01 0 92	2 11 1 48	0 57 0 45	1 26 1 71	1 53 0 70	1 10 0 61
145b	Total locomotive expenses	Annas { 1st half 2nd ,,	6 72	7 25 7 62	14 42 14 65	5 98 8 33	5 99 5 76	11 73 12 03	12 69 10 66	6 87 6 24	11 10 11 33	7 28 7 17	7 88 6 32
	Fuel consumed in terms of { Coal (Knrhurbaree) lbs Wood { 1st half 2nd ,,	1st half 2nd ,,	34 55	56 22 53 45	47 45 47 11	42 12 41 93	53 18 50 84	49 70 47 81	50 47 50 42	50 03 46 42	46 53 47 61	45 44 45 04	40 33 34 06

DIX 18—continued

(by systems) during each half-year of 1905—contd.

do not prepare these Statistics

3' 3 3/4"												2' 6"				GAUGE		Serial number
12 (a) & (b)	14 (a) to (d)	15 (a)	3 (b) and (c)	8 (c)	18 (a) to (c)	11 (b)	2 (g) to (m)	20 (a) & (b)	21 (a) to (f)	22 (a) to (j)	23 (a)	1 (b)	30 (a)	9 (g) & (h)	1 (c)	Number		
Bengal and North-Western	Bhavnagar Gondal Junnagar Porbandar	Burma	Eastern Bengal	Hyderabad Godavari Valley	Jodhpur Bikaner	Non-khali (Bengal)	Rajputana Malwa	Robil Lund and Kumaon	South Indian	South ern Mah ratta	Udaipur Chitor	Jubbulpore-Gondia extension	Kalka Simla	Khushalgarh Kohat Thal and Nowshera Durgai.	Raipur Dhamtari	Calendar year 1905 by half years		
EXPENSES																		
5 98 6 01	15 99 15 71	11 16 11 18	7 10 7 49	6 54 4 77	11 88 14 15		14 58 15 02	10 77 7 68	12 77 12 82	10 92 10 84	18 32 20 02	2 85 2 50	21 00 21 00	14 73 14 21	2 90 2 50	1st half 2nd "		
0 42 0 45 0 81 0 78	0 82 0 70 1 18 1 23	0 90 0 92 2 66 2 66	0 69 0 54 1 17 1 10	0 90 1 20 1 45 1 55	0 45 0 39 0 78 0 71		0 60 0 65 1 72 1 86	0 85 0 87 0 76 0 73	0 60 0 60 1 54 1 18	0 78 0 75 1 76 1 70	1 78 1 70 0 91 0 78	0 59 1 06 1 31 1 25	0 38 0 58 2 25 2 64	0 62 0 58 1 30 1 08	0 53 0 54 1 12 1 00	1st half 2nd "	138a	
1 52 1 53	3 37 3 17	3 95 3 68	1 69 2 09	1 33 1 38	3 82 4 47		3 88 3 69	3 29 2 40	3 07 2 96	2 74 2 73	3 99 4 35	1 05 0 82	9 35 8 41	1 93 1 81	0 66 0 42	1st half 2nd "	139a	
0 16 0 15	0 17 0 18	0 32 0 31	0 16 0 16	0 16 0 20	0 34 0 43		0 23 0 29	0 17 0 14	0 20 0 13	0 22 0 21	0 23 0 20	0 28 0 22	2 51 1 67	0 64 0 52	0 34 0 30	1st half 2nd "	140a	
0 19 0 20	0 30 0 32	0 33 0 37	0 23 0 25	0 28 0 24	0 32 0 32		0 26 0 28	0 18 0 28	0 23 0 23	0 17 0 17	0 21 0 23	0 18 0 24	0 73 0 78	0 41 0 36	0 16 0 15	1st half 2nd "	141a	
0 97 0 94	1 43 1 65	1 73 0 20	2 64 1 50	0 69 1 23	1 44 1 12		2 11 2 93	1 14 0 98	3 90 1 32	2 28 2 04	2 76 1 26	1 47 0 87	2 51 1 64	1 62 1 67	0 85 0 75	1st half 2nd "	142a	
0 04 0 05	0 16 0 10	0 15 2 86	0 24 0 22	0 14 0 15	0 11 0 10		0 34 0 42	0 17 0 14	0 10 0 09	0 23 0 21	0 18 0 21	0 05 0 01		0 13 0 18	0 12 -0 10	1st half 2nd "	143a	
0 79 0 53	-0 01 0 01	0 60 1 06	1 72 0 45	1 08 1 07	0 57 0 76		0 71 0 68	0 41 0 35	0 22 0 15	0 95 1 19		3 44 3 27	0 61 0 22	0 25 0 31	1 58 1 34	1st half 2nd "	144a	
5 20 4 62	7 42 7 56	10 69 12 06	8 74 6 31	6 03 7 02	7 83 8 60		9 90 10 80	6 97 5 89	9 86 7 06	9 13 9 00	10 06 8 73	8 37 7 74	18 34 16 09	6 90 6 51	5 46 4 40	1st half 2nd "	145a	
4 56 35 33	29 47 28 28	49 61 46 10	37 23 39 01	39 14 49 37	45 06 44 18		37 26 34 41	42 78 43 83	37 72 32 37	35 15 35 29	25 80 30 39	52 01 46 12	74 49 67 09	18 33 17 82	31 97 23 72	1st half 2nd "		
0 34 0 37	0 74 0 81	0 74 0 76	0 54 0 42	0 83 1 08	0 42 0 37		0 51 0 56	0 68 0 76	0 54 0 55	0 63 0 67	1 67 1 59	0 50 0 88	0 85 0 52	0 50 0 48	0 52 0 54	1st half 2nd "	138b	
0 66 0 64	1 06 1 12	2 19 2 19	0 92 0 85	1 31 1 40	0 73 0 67		1 48 1 60	0 61 0 60	1 41 1 45	1 55 1 52	0 85 0 73	1 70 1 04	2 05 2 38	1 05 0 89	1 10 0 89	1st half 2nd "	139b	
1 49 1 25	3 03 2 80	3 25 3 04	1 49 1 61	1 21 1 23	3 58 4 21		3 35 3 18	2 64 1 93	2 80 2 72	2 40 2 45	5 74 4 07	0 89 0 69	8 52 7 58	1 56 1 48	0 65 0 42	1st half 2nd "	140b	
0 13 0 12	0 15 0 16	0 26 0 25	0 12 0 12	0 15 0 18	0 82 0 40		0 24 0 25	0 14 0 11	0 18 0 11	0 19 0 19	0 22 0 19	0 23 0 19	2 29 1 51	0 52 0 42	0 33 0 30	1st half 2nd "	141b	
0 16 0 16	0 27 0 29	0 31 0 30	0 18 0 20	0 25 0 21	0 30 0 30		0 23 0 24	0 15 0 17	0 21 0 22	0 15 0 15	0 19 0 22	0 15 0 20	0 66 0 71	0 33 0 29	0 16 0 15	1st half 2nd "	142b	
6 80 0 78	1 29 1 50	1 42 2 37	2 03 1 16	0 62 1 10	1 36 1 34		1 83 2 52	0 92 0 81	3 55 1 21	1 99 1 83	2 58 1 18	1 24 0 73	2 29 1 49	1 31 1 37	0 93 0 73	1st half 2nd "	143b	
0 03 0 04	0 15 0 09	0 12 0 17	0 19 0 17	0 13 0 14	0 10 0 09		0 30 0 37	0 13 0 11	0 09 0 08	0 20 0 19	0 17 0 20	0 04 0 05		0 11 0 15	0 12 -0 10	1st half 2nd "	143b	
0 64 0 44	-0 01 0 01	0 49 0 87	1 36 0 35	0 98 0 96	0 53 0 72		0 62 0 59	0 33 0 24	0 21 0 14	0 83 1 07		2 90 2 73	0 56 0 21	0 20 0 26	1 55 1 31	1st half 2nd "	144b	
4 25 3 80	6 68 6 87	8 78 9 95	6 88 4 83	5 48 6 30	7 34 8 10		8 55 9 31	5 60 4 73	8 99 8 48	7 99 8 07	9 42 8 18	7 05 6 46	16 72 14 44	5 58 5 34	5 36 4 34	1st half 2nd "	145b	
34 83 29 05	26 57 25 69	40 78 38 03	29 27 30 13	35 55 36 25	42 22 41 62		32 18 29 61	34 36 35 25	30 73 29 68	30 78 31 64	27 50 28 46	43 78 33 50	67 89 60 53	14 82 14 62	31 40 23 41	1st half 2nd "		
																1st half 2nd "		

Included with the Assam Bengal

Analysis of working of each railway

NOTE —Railways not shown

Serial number.	PARTICULARS.	5' 6"																					
		Gauge																					
		Num ber	1 (a)	2 (a) to (f)	3 (a)	4 (a) to (d)	5 (a) to (f)	6 (a) to (c)	8 (a) & (b)	9 (a) to (f)	10 (a) & (b)	11 (a)											
		Calen dar year 1905 by half years	Bengal Central	Bengal Nagpur	Bom bay Baroda and Central India	Eastern Bengal	East Indian	Great Indian Peninsula	Madras	The Nizam's Guaran teed State	North Western	Ondh and Rohil khand	Assam Bengal										
PER 1,000 GROSS TON MILES												TABLE B —LOCOMOTIVE											
138c	General superintendence (includ ing office expenses) Rs	{ 1st half 2nd "	0 15 0 13	0 13 0 21	0 16 0 18	0 12 0 13	0 09 0 10	0 11 0 13	0 11 0 11	0 14 0 14	0 10 0 11	0 11 0 13	0 89 0 31										
139c	Running expenses "	{ 1st half 2nd "	0 35 0 44	0 37 0 44	0 47 0 50	0 43 0 43	0 28 0 29	0 50 0 54	0 35 0 37	0 30 0 32	0 26 0 28	0 23 0 23	0 04 0 51										
140c	Fuel "	{ 1st half 2nd "	0 63 0 21	0 23 0 21	1 07 0 99	0 51 0 55	0 12 0 13	0 82 0 84	0 85 0 89	0 33 0 32	0 30 0 29	0 62 0 70	1 03 0 76										
141c	Water "	{ 1st half 2nd "	0 05 0 03	0 03 0 03	0 08 0 08	0 04 0 04	0 01 0 02	0 06 0 06	0 06 0 05	0 04 0 04	0 04 0 04	0 03 0 03	0 08 0 06										
142c	Oil, tallow and other stores "	{ 1st half 2nd "	0 09 0 06	0 05 0 06	0 07 0 08	0 02 0 06	0 04 0 05	0 07 0 09	0 06 0 06	0 07 0 06	0 05 0 06	0 06 0 05	0 11 0 09										
143c	Maintenance and renewal of locomotives "	{ 1st half 2nd "	0 94 0 39	0 33 0 39	0 58 0 79	0 36 1 50	0 33 0 27	0 62 0 72	0 65 0 59	0 33 0 29	0 57 0 50	0 28 0 38	0 86 0 51										
143 A(c)	Maintenance and renewal of machinery, tools and plant "	{ 1st half 2nd "	0 02 0 03	0 01 0 03	0 09 0 11	0 12 0 05	0 01 0 03	0 04 0 04	0 03 0 03	0 03 0 02	0 06 0 05	0 02 0 05	0 02 0 05										
144c	Other charges (net) "	{ 1st half 2nd "	0 09 0 23	0 23 0 23	0 20 0 18	0 09 0 06	0 14 0 14	0 21 0 20	0 46 0 33	0 10 0 10	0 25 0 36	0 36 0 17	0 50 0 24										
145c	Total locomotive expenses "	{ 1st half 2nd "	2 32 1 65	1 38 1 65	2 72 2 91	1 69 2 35	1 02 1 03	2 43 2 62	2 77 2 34	1 31 1 29	2 23 2 39	1 71 1 74	3 63 2 43										
Fuel consumed { Coal (Kur- lbs in terms of { barbarce) { Wood , {		{ 1st half 2nd , { 1st half 2nd ,	191 04 171 84 185 37	143 47 149 51	180 96 237 46	145 85 145 63	164 63 166 70	175 97 177 30	155 54 153 60	149 85 160 95	171 08 175 21	297 01 214 20											
PER TOTAL TRAIN MILE												TABLE C —CARRIAGE AND											
146a	General superintendence (in cluding office expenses) Annas	{ 1st half 2nd "	0 27 0 24	0 18 0 24	0 40 0 41	0 46 0 31	0 19 0 20	0 19 0 23	0 24 0 26	0 22 0 19	0 09 0 09	0 18 0 23	0 33 0 31										
147a	Repairs and renewals of coaching vehicles "	{ 1st half 2nd "	1 04 1 26	0 97 1 26	1 96 1 85	2 41 1 18	0 85 2 97	1 04 1 36	0 93 0 92	0 87 0 33	0 70 0 64	0 67 0 68	0 90 0 81										
148a	Repairs and renewals of goods vehicles "	{ 1st half 2nd "	0 75 0 63	0 71 0 63	2 46 1 78	1 62 1 54	0 89 0 91	1 22 1 32	2 26 2 25	0 94 1 07	0 84 0 87	0 37 0 29	1 46 0 98										
148A (a)	Repairs and renewals of machinery, tools and plant "	{ 1st half 2nd "	—0 01 0 05	0 02 0 05	0 19 0 16	0 06 0 03	0 11 0 07	6 09 0 10	0 10 0 12	0 04 0 03	0 02 0 04	0 03 0 05	0 02 0 02										
149a	Cleaning and oiling "	{ 1st half 2nd "	0 44 0 47	0 54 0 47	0 51 0 49	0 92 0 23	0 21 0 22	0 45 0 50	0 33 0 33	0 40 0 34	0 30 0 31	0 37 0 32	0 22 0 23										
150a	Other charges (net) "	{ 1st half 2nd "	0 02 0 07	0 02 0 07	0 03 0 20	0 02 0 01	0 03 0 02	0 02 0 01	0 53 0 79	0 01 0 01	0 04 0 07	0 01 0 01	—0 02										
151a	Total carriage and wagon expenses "	{ 1st half 2nd "	1 63 2 72	2 44 2 72	5 55 4 89	4 89 3 30	2 28 4 39	3 01 3 51	4 44 5 37	2 48 2 16	1 99 2 02	1 63 1 61	2 91 2 35										
PER 1,000 VEHICLE MILES RUN BY ROAD VEHICLES																							
146b	General superintendence (includ ing office expenses) Rs	{ 1st half 2nd "	1 32 0 61	0 39 0 61	0 95 1 09	1 45 0 95	0 41 0 46	0 63 0 78	0 77 0 78	0 43 0 45	0 27 0 28	0 41 0 63	1 19 1 00										
147b	Repairs and renewals of coach ing vehicles calculated on coach ing vehicle mileage "	{ 1st half 2nd "	4 67 13 14	2 05 13 14	13 03 11 41	16 52 9 27	7 61 24 83	11 80 12 41	8 93 8 37	8 54 5 37	6 44 5 37	5 31 5 14	6 69 6 47										
148b	Repairs and renewals of goods vehicles calculated on goods vehicle mileage "	{ 1st half 2nd "	4 53 2 15	1 51 2 15	9 26 8 12	9 58 7 74	2 52 2 81	5 96 7 76	10 85 13 57	2 70 3 33	3 63 4 31	1 19 1 27	9 96 5 14										
148A (b)	Repairs and renewals of ma chinery, tools and plant "	{ 1st half 2nd "	—0 06 0 13	0 05 0 13	0 47 0 42	0 18 0 07	0 23 0 15	0 30 0 37	0 30 0 35	0 09 0 07	0 07 0 12	0 06 0 15	0 04 0 05										
149b	Cleaning and oiling "	{ 1st half 2nd "	2 17 1 22	1 14 1 22	1 22 1 29	1 02 0 71	0 46 0 49	1 52 1 77	1 04 1 02	0 90 0 82	0 88 0 99	0 87 0 90	0 78 0 71										
150b	Other charges (net) "	{ 1st half 2nd "	0 05 0 16	0 05 0 16	0 08 0 53	0 06 0 03	0 06 0 05	0 07 0 05	1 66 2 43	0 01 0 01	0 11 0 21	0 03 0 12	—0 07 0 02										
151b	Total carriage and wagon expenses "	{ 1st half 2nd "	8 06 7 02	5 18 7 02	13 37 12 85	15 51 10 10	4 92 9 92	10 14 12 55	13 97 16 39	5 50 5 14	5 86 6 30	3 75 4 50	10 33 7 45										

DIX 18—continued

(by systems) during each half-year of 1905—contd

do not prepare these statistics

3' 3 3/4"												2' 6"				GAUGE		Serial number
12 (a) & (f)	14 (a) to (d)	15 (a)	8 (b) & (c)	8 (c)	18 (a) to (c)	11 (b)	2 (g) to (m)	20(a) & (b)	21 (a) to (f)	22 (a) to (g)	23 (a)	1 (b)	30 (a)	9 (a) & (h)	1 (c)	Number		
Bengal and North Western	Bhavanagar Gondal Jannagar Porbandar	Burma	Eastern Bengal	Hyderabad Godavari Valley	Jodhpur Bikaner	Noakhali (Bengal)	Rajputana Malwa	Rohilkhand and Kumaon.	South Indian	South Eastern Malabar	Udaipur Chitor	Jubbulpore Gondal extension	Kalka Simla	Khushalgarh Kohat Thal and Nowshera Durgai	Rajpur Dhamtari	Calendar year 1905 by half years		
EXPENSES—concd																		
0 12 0 14	0 28 0 32	0 26 0 23	0 23 0 16	0 28 0 40	0 18 0 12		0 15 0 18	0 30 0 31	0 20 0 21	0 26 0 26	0 59 0 54	0 20 0 36	0 34 0 45	0 53 0 61	0 35 0 47	1st half 2nd "	} 138c	
0 23 0 23	0 39 0 45	0 76 0 80	0 38 0 32	0 44 0 52	0 23 0 21		0 45 0 51	0 27 0 26	0 52 0 54	0 58 0 59	0 30 0 26	0 46 0 43	2 02 2 01	1 11 1 14	0 74 0 85	1st half 2nd "		} 139c
0 51 0 46	1 14 1 15	1 11 1 11	0 62 0 61	0 41 0 46	1 14 1 14		1 00 1 02	1 14 0 81	1 01 1 01	0 91 0 94	1 36 1 39	0 88 0 28	8 39 6 43	1 65 1 90	0 44 0 36	1st half 2nd "	} 140c	
0 05 0 05	0 06 0 07	0 09 0 09	0 05 0 05	0 05 0 06	0 10 0 18		0 07 0 08	0 06 0 05	0 07 0 04	0 07 0 07	0 03 0 07	0 10 0 08	2 15 1 28	0 55 0 54	0 23 0 26	1st half 2nd "		} 141c
0 05 0 06	0 10 0 12	0 11 0 11	0 08 0 07	0 08 0 08	0 09 0 10		0 07 0 08	0 06 0 08	0 07 0 08	0 06 0 06	0 07 0 07	0 06 0 08	0 65 0 60	0 35 0 37	0 11 0 12	1st half 2nd "	} 142c	
0 28 0 28	0 49 0 60	0 50 0 87	0 86 0 41	0 22 0 41	0 43 0 43		0 55 0 80	0 40 0 34	1 32 0 45	0 76 0 71	0 93 0 39	0 52 0 30	2 25 1 25	1 39 1 75	0 62 0 64	1st half 2nd "		} 143c
0 01 0 02	0 06 0 04	0 04 0 06	0 03 0 06	0 04 0 05	0 04 0 03		0 09 0 12	0 05 0 05	0 03 0 03	0 07 0 07	0 06 0 07	0 02	0 01	0 11 0 19	0 08 -0 08	1st half 2nd "	} 143 A(c)	
0 22 0 15	-0 01	0 17 0 32	0 56 0 12	0 33 0 37	0 17 0 23		0 18 0 18	0 14 0 10	0 08 0 05	0 32 0 41		1 20 1 12	0 55 0 18	0 21 0 33	1 05 1 14	1st half 2nd "		} 144c
1 47 1 59	2 51 2 75	3 07 3 64	2 86 1 83	1 85 2 35	2 33 2 59		2 56 2 97	2 42 2 00	3 33 2 41	3 03 2 11	3 39 2 79	2 91 2 65	16 44 12 24	5 90 6 83	3 62 3 76	1st half 2nd "	} 145c	
192 18 170 21	159 03 164 69	227 97 222 52	194 76 181 08	192 23 216 00	214 49 212 89	Included with the Assam Bengal	154 34 151 68	237 40 237 81	182 07 176 89	186 69 194 03	149 57 155 43	291 69 252 84	1,068 18 821 08	250 96 299 10	339 35 324 00	1st half 2nd "		} 146a
																	1st half 2nd "	
WAGON EXPENSES																		
0 15 0 16	0 24 0 26	0 26 0 27	0 26 0 26	0 12 0 15	0 16 0 14			0 23 0 26	0 39 0 39	0 20 0 20	0 24 0 23	0 45 0 40	0 13 0 25	0 27 0 58	0 08 0 05	0 12 0 13	1st half 2nd "	} 147a
0 33 0 39	0 33 1 05	0 66 0 76	1 15 0 87	0 24 0 32	0 56 0 48			1 11 1 30	0 84 0 54	0 69 0 58	0 96 0 87	0 28 0 36	0 68 1 78	0 46 1 09	0 63 0 40	0 10 0 50	1st half 2nd "	
0 44 0 40	0 08 1 59	0 85 1 13	-0 85 0 20	0 23 0 25	0 30 0 37			1 40 1 37	0 56 0 44	0 58 1 04	0 98 0 76	0 04 0 22	0 18 0 39	0 27 0 39	0 45 0 17	0 12 0 14	1st half 2nd "	} 148c
0 02 0 03	0 08 0 05	0 06 0 06	0 04 0 03	0 03 0 02	0 04 0 04			0 11 0 10	0 05 0 05	0 03 0 03	0 05 0 04	0 03 0 02	0 01 0 01	0 21 0 04	0 01	0 02	1st half 2nd "	
0 29 0 31	0 21 0 24	0 28 0 27	0 32 0 31	0 18 0 23	0 23 0 20			0 29 0 31	0 27 0 32	0 29 0 25	0 19 0 19	0 50 0 49	0 49 0 45	0 72 0 48	0 51 0 44	0 31 0 22	1st half 2nd "	} 149a
0 01 0 02		0 02 0 03	0 03 0 03	0 01	0 01 0 01			0 02 -0 29		-0 01 -0 01	0 01 0 01	0 01	0 02 0 10	0 01 -0 08	0 04 0 07	0 03 0 03	1st half 2nd "	
1 29 1 31	1 84 3 10	2 13 2 52	0 95 1 71	0 81 0 07	1 30 1 24			3 16 3 05	2 11 1 74	2 05 2 06	2 43 2 08	1 30 1 50	1 50 2 98	1 94 2 45	1 92 1 13	0 68 1 04	1st half 2nd "	} 151a
0 35 0 40	0 62 0 63	0 67 0 72	0 77 0 74	0 37 0 53	0 45 0 41			0 50 0 62	1 02 1 04	0 62 0 65	0 67 0 66	1 18 1 06	0 36 0 75	2 47 4 49	0 47 0 31	0 46 0 78	1st half 2nd "	
2 29 2 13	1 66 4 06	4 83 5 47	3 41 5 59	2 57 2 67	3 28 2 82			8 27 8 00	6 04 3 51	4 14 3 75	8 38 7 17	1 18 1 42	1 96 12 30	4 25 15 47	8 98 5 18	0 38 7 17	1st half 2nd "	} 147b
1 64 1 75	5 12 10 41	3 32 4 95	-2 73 0 99	1 05 1 50	1 63 2 02			4 48 5 46	2 35 2 02	5 64 6 85	3 98 3 25	0 30 1 88	0 54 2 07	2 57 3 01	5 37 1 94	0 14 1 36	1st half 2nd "	
0 05 0 07	0 20 0 14	0 14 0 16	0 13 0 10	0 11 0 06	0 12 0 10			0 25 0 24	0 12 0 18	0 10 0 10	0 14 0 12	0 07 0 04	0 04	1 99 0 30	0 07 0 02	0 01 0 10	1st half 2nd "	} 148 A(b)
0 65 0 74	0 54 0 63	0 71 0 74	0 96 0 87	0 57 0 77	0 65 0 55			0 65 0 70	0 70 0 85	0 91 0 83	0 54 0 58	1 33 1 30	1 43 1 37	6 75 3 38	2 92 2 64	1 13 1 28	1st half 2nd "	
0 03 0 04	-0 01	0 05 0 07	0 09 0 09	0 01 0 03	0 02 0 02			0 04 -0 70	0 02	-0 14 -0 14	0 03 -0 03	0 03	0 06 0 33	0 03 -7 62	0 21 0 40	0 13 0 17	1st half 2nd "	} 150b
2 97 3 17	4 80 8 13	5 43 6 85	2 83 4 78	2 57 3 37	3 72 3 50			7 06 7 37	5 56 4 68	6 36 6 73	6 79 5 86	3 76 5 73	4 35 9 06	18 06 19 03	10 92 6 81	2 55 6 05	1st half 2nd "	

Analysis of working of each railway

Note.—Railways not shown

Serial number	PARTICULARS	GAUGE	5' 6"										
		Number											
		Calon dar year 1905 by half- years	Bengal Central	Bengal Nagpur	Bombay, Baroda and Central India	Eastern Bengal	Last Indian	Great Indian Peninsula	Madra	The Nizam Guaran- teed State	North West ern	Oudh and Pohul khand	Assam Bengal
TABLE D—TRAFFIC													
PER TOTAL TRAIN MILE													
152a	General superintendence (including office expenses) Annas	{ 1st half 2nd "	1 07	0 89 1 01	0 90 0 85	1 39 1 16	0 85 0 86	0 59 0 57	0 78 0 81	0 60 0 55	0 50 0 43	0 71 0 71	0 91 0 88
153a	Station staff "	{ 1st half 2nd "	3 22	2 23 2 13	3 31 3 20	6 45 5 58	2 79 2 80	2 04 2 19	2 11 2 15	1 93 1 85	2 12 2 01	2 63 2 64	2 29 2 21
154a	Train staff "	{ 1st half 2nd "	0 55	0 70 0 69	6 87 6 85	1 18 0 99	1 14 1 16	1 30 1 38	0 67 0 70	0 71 0 63	0 80 0 71	0 82 0 87	0 63 0 63
155a	Fuel, lighting, water and general stores "	{ 1st half 2nd "	0 46	0 52 0 38	0 73 0 89	0 97 1 14	0 69 0 69	0 62 0 83	0 59 0 69	0 49 0 35	0 53 0 53	0 54 0 51	0 54 0 44
156a	Clothing "	{ 1st half 2nd "	0 02	0 05 0 02	0 12 0 09	0 10 0 09	0 03 0 05	0 07 0 07	0 03 0 05	0 01 0 05	0 04 0 19	0 16 0 17	0 12 0 02
157a	Printing, stationery and tickets "	{ 1st half 2nd "	0 11	0 18 0 25	0 49 0 59	0 40 0 37	0 25 0 31	0 17 0 20	0 11 0 11	0 27 0 25	0 15 0 14	0 26 0 34	0 26 0 27
158a	Charges for delivery and collection of goods, etc "	{ 1st half 2nd "				0 03 0 02	0 01 0 01	0 01 0 01	0 01 0 02			0 02 0 01	
159a	Miscellaneous expenses "	{ 1st half 2nd "	0 03	0 01 0 01	0 03 0 02	0 03 0 03	0 02 0 03	0 01 0 02	0 01 0 05	0 01 0 01	0 01 0 01	0 05 0 05	0 02 0 01
160a	Payments to other lines "	{ 1st half 2nd "	0 53	0 63 1 01	0 13 0 12		0 08 0 08	0 11 0 10	0 04 0 14	0 33 0 32	0 15 0 03	0 21 0 23	
161a	Other charges (net) "	{ 1st half 2nd "		0 01 0 01	0 01 0 03	0 02 0 01	0 01 0 01	0 02 0 02	0 05 0 05	0 02 0 01	0 02 0 03	0 01 0 02	0 01
162a	Total traffic expenses "	{ 1st half 2nd "	6 29	5 22 5 50	6 69 6 64	10 57 9 57	5 90 5 01	1 85 5 39	4 70 4 71	1 71 1 17	4 22 4 01	5 39 5 64	4 87 5 21
PER CENT ON TRAFFIC EARNINGS (Abstracts II and I of Revenue Accounts)													
152b	General superintendence (including office expenses) Per cent	{ 1st half 2nd "	2 32	1 27 1 65	0 86 0 91	2 31 1 55	1 10 1 18	0 72 0 94	1 24 1 35	0 78 0 83	0 61 0 77	1 12 1 05	2 61 2 38
153b	Station staff "	{ 1st half 2nd "	6 96	3 17 3 43	3 18 3 43	10 71 7 18	3 59 3 82	2 90 3 59	3 32 3 46	2 53 2 68	3 52 3 61	5 99 6 03	6 82 7 80
154b	Train staff "	{ 1st half 2nd "	1 10	0 99 1 12	0 83 0 92	1 96 1 31	1 16 1 59	1 85 2 27	1 05 1 14	0 93 0 99	1 32 1 32	1 67 1 95	2 07 1 82
155b	Fuel, lighting, water and general stores "	{ 1st half 2nd "	0 99	0 74 0 61	0 70 0 95	1 62 1 5	0 68 0 82	0 88 1 36	0 79 0 64	0 65 0 52	0 67 0 96	1 10 1 16	1 60 1 17
156b	Clothing "	{ 1st half 2nd "	0 05	0 08 0 04	0 12 0 10	0 16 0 12	0 08 0 07	0 10 0 11	0 12 0 08	0 01 0 07	0 06 0 18	0 03 0 39	0 35 0 04
157b	Printing, stationery and tickets "	{ 1st half 2nd "	0 89	0 26 0 40	0 46 0 64	0 67 0 50	0 32 0 42	0 24 0 34	0 05 0 05	0 35 0 37	0 25 0 27	0 52 0 69	0 77 0 72
158b	Charges for delivery and collection of goods, etc "	{ 1st half 2nd "		0 01 0 01		0 05 0 02	0 01 0 01	0 02 0 02	0 02 0 03			0 01 0 01	
159b	Miscellaneous expenses "	{ 1st half 2nd "	0 06	0 02 0 01	0 03 0 02	0 05 0 04	0 02 0 01	0 02 0 03	0 08 0 09	0 02 0 02	0 01 0 01	0 01 0 19	0 06 0 01
160b	Payments to other lines "	{ 1st half 2nd "	1 15	0 69 1 63	0 13 0 13		0 10 0 12	0 16 0 16	0 07 0 07	0 39 0 69	0 09 0 05	0 43 0 53	
161b	Other charges (net) "	{ 1st half 2nd "		0 01 0 02	0 01 0 03	0 02 0 01	0 02 0 01	0 02 0 03	0 07 0 09	0 02 0 01	0 04 0 05	0 02 0 06	0 02 0 01
162b	Total traffic expenses "	{ 1st half 2nd "	18 61	7 44 8 97	6 32 7 13	17 55 12 56	7 58 8 08	6 91 8 83	7 41 7 60	5 68 6 06	6 99 7 23	11 03 12 69	14 50 13 98
General superintendence per cent on traffic earnings (including steam-boat) Per cent													
		{ 1st half 2nd "	2 32	1 27 1 65	0 86 0 91	2 31 1 55	1 10 1 17	0 72 0 94	1 24 1 35	0 78 0 80	0 61 0 84	1 12 1 08	2 61 2 31

DIX 18—continued

(by systems) during each half-year of 1905—contd

do not prepare these statistics

3' 33"													2' 6"				GAUGE		Serial number
13 (a) & (b)	14 (a) to (d)	15 (a)	3 (b) & (c)	8 (c)	18 (a) to (c)	11 (b)	2 (g) to (m)	20 (a) & (b)	21 (a) to (f)	22 (a) to (j)	23 (a)	1 (b)	30 (a)	9 (g) & (h)	1 (e)	Number			
Bengal and North West- ern	Bhav nagar Gondal Juna- gad Por- bandar	Burma.	Eastern Bengal	Hydera- bad Go- dayari Valley	Jodhpur Bikaner	Noa lhal (Ben- gal)	Raj- putana Malwa	Rohil- khand and Kumaon	South Indian	South orn Mah- ratta	Uda- pur Chitor	Jubbulpore Gondal exten- sion	Kalka- Simla	Khushal- garh Ko- hat Thal and Now- Shera Durgai	Raipur Dham- tari	Calendar year 1905 by half years			
EXPENSES																			
0 62 0 62	0 84 0 87	0 83 0 87	1 23 0 96	0 57 0 73	0 62 0 57		0 51 0 53	0 81 0 85	6 70 0 66	0 61 0 60	1 65 1 66	1 13 1 03	1 36 1 40	0 47 0 50		1st half 2nd "	} 152a		
1 77 1 71	2 31 2 28	2 13 2 14	2 63 2 83	1 47 1 93	1 21 1 16		1 90 1 99	1 54 1 64	1 74 1 67	1 49 1 46	2 15 1 87	1 87 1 98	2 86 2 87	1 90 1 52	1 59 1 27	1st half 2nd "		} 153a	
0 47 0 48	0 43 0 46	0 70 0 71	0 69 0 64	0 61 0 71	0 25 0 21		0 50 0 53	0 36 0 38	0 42 0 40	0 53 0 52	0 26 0 28	0 65 0 65	0 77 0 91	0 61 0 56	0 40 0 39	1st half 2nd "	} 154a		
0 49 0 51	0 59 0 58	0 51 0 55	0 48 0 69	0 42 0 39	0 37 0 52		0 42 0 55	0 45 0 50	0 41 0 45	0 31 0 33	0 16 0 19	0 27 0 16	0 41 0 30	0 55 0 59		1st half 2nd "		} 155a	
0 07 0 06	0 05 0 05	0 03 0 11	0 01 0 07	0 06	0 04 0 02		0 07 0 06	0 03 0 06	0 01 0 09	0 07 0 09	0 01 0 09	0 08	0 11 0 11	0 23 0 09		1st half 2nd "	} 156a		
0 22 0 18	0 45 0 57	0 34 0 23	0 24 0 29	0 23 0 25	0 21 0 20		0 28 0 37	0 21 0 35	0 20 0 30	0 24 0 20	0 12 0 47	0 11 0 12	0 50 0 88	0 15 0 17	0 07 0 07	1st half 2nd "		} 157a	
		0 02 0 02											0 08 0 08			1st half 2nd "	} 158a		
0 03 0 06	0 01 0 03	0 02 0 02	0 01	0 01 0 02			0 02 0 02	0 04 0 03	0 01 0 01	0 02 0 02	0 03 0 03	0 02 0 01	0 04 0 03	0 01	0 02 0 01	1st half 2nd "		} 159a	
0 09 0 10	0 21 0 23			0 21 0 12	0 23 0 23		0 07 0 07	0 14 0 17	0 07 0 07	0 20 0 21	0 35 0 41		0 19 0 20			1st half 2nd "	} 160a		
0 05 0 07	0 01 0 01	0 01 0 02	0 07 0 07	0 01 0 01			0 02	0 01		0 03 0 03		0 01	0 01 0 01	0 02 0 03	0 02	1st half 2nd "		} 161a	
3 71 3 82	5 01 5 03	4 61 4 78	5 39 5 51	3 53 4 51	2 96 2 94		3 77 4 11	3 82 3 88	3 75 3 60	3 50 3 46	5 13 5 00	4 11 4 01	6 33 6 79	3 97 3 46	2 10 1 74	1st half 2nd "	} 162a		
1 40 1 57	1 26 1 55	1 15 1 88	2 48 1 62	1 08 1 67	1 21 1 10	Included with the Assam Bengal	0 86 0 92	1 75 1 75	1 38 1 45	1 37 1 51	2 79 2 65	3 48 3 08	2 22 1 70	2 69 3 17		1st half 2nd "		} 152b	
3 78 4 45	3 45 4 05	3 73 4 61	5 30 4 77	2 79 4 40	2 41 2 23		1 17 3 41	3 38 3 39	3 45 3 62	3 37 3 70	3 62 2 97	5 73 5 56	4 66 3 46	10 71 9 70	4 91 6 02	1st half 2nd "	} 153b		
1 05 1 21	0 61 0 82	1 22 1 60	1 40 1 08	1 15 1 63	0 70 0 45		0 83 0 92	0 78 0 79	0 83 0 88	1 21 1 83	0 41 0 46	2 00 1 81	1 25 1 10	3 64 3 55	1 23 1 85	1st half 2nd "		} 154b	
1 11 1 30	0 68 1 13	0 89 1 18	0 96 1 17	0 79 0 89	0 73 1 00		0 70 0 95	0 99 1 03	1 01 0 98	0 70 0 84	0 27 0 30	0 84 0 46	0 67 0 36	3 12 3 76		1st half 2nd "	} 155b		
0 16 0 14	0 03 0 08	0 11 0 30	0 09 1 11	0 01 0 13	0 07 0 05		0 12 0 09	0 07 0 13	0 01 0 02	0 16 0 23	0 01 0 14	0 24 0 01	0 18 0 14	1 30 0 58		1st half 2nd "		} 156b	
0 19 0 16	0 63 1 01	0 59 0 60	0 47 0 50	0 43 0 58	0 18 0 38		0 46 0 64	0 52 0 73	0 39 0 65	0 51 0 59	0 83 0 75	0 34 0 33	0 81 1 06	0 86 1 09	0 20 0 32	1st half 2nd "	} 157b		
		0 04 0 01											0 13 0 10			1st half 2nd "		} 158b	
0 07 0 16	0 01 0 05	0 01 0 05	0 02 0 01	0 02 0 01			0 03 0 93	0 08 0 06	0 02 0 08	0 05 0 05	0 06 0 05	0 06 0 03	0 06 0 03	0 04 0 02	0 07 0 05	1st half 2nd "	} 159b		
0 20 0 25	0 34 0 40			0 41 0 46	0 46 0 43		0 12 0 13	0 75 0 35	0 15 0 16	0 46 0 53	0 59 0 65		0 31 0 24			1st half 2nd "		} 160b	
0 11 0 18	0 03 0 03	0 05 0 05	0 14 0 11	0 02 0 02			0 01 0 03	0 02 0 01		0 08 0 07		0 04	0 02 0 01	0 12 0 20	0 06	1st half 2nd "	} 161b		
8 37 9 72	7 51 9 09	8 12 10 31	10 86 9 37	6 70 10 32	5 89 5 61		6 30 7 15	8 31 8 24	7 44 7 81	7 91 8 76	8 66 7 97	12 73 11 30	10 31 8 20	22 51 22 07	6 50 8 24	1st half 2nd "		} 162b	
1 30 1 17	1 26 1 55	1 45 1 88	2 30 1 47	1 08 1 67	1 24 1 10		0 86 0 92	1 75 1 75	1 38 1 45	1 37 1 51	2 79 2 65	3 48 3 08	2 22 1 70	2 69 3 17		1st half 2nd "			

Analysis of working of each railway

NOTE.—Railways not shown

Serial number	PARTICULARS	GAUGE											
		Number	5' 6'										
				1 (a)	2 (a) to (f)	3 (a)	(a) to (d)	5 (a) to (f)	6 (a) to (c)	8 (a) to (b)	9 (a) to (f)	10 (a) to (b)	11 (a)
		Calendar year 1905 by half years	Bengal Central	Bengal Nagpur	Bombay, Baroda and Central India	Eastern Bengal	East Indian	Great Indian Peninsula	Madras	The Nizam Guaranteed State	North Western	Ondh and Bilhar	Assam-Bengal
TABLE E—GENERAL													
PER TOTAL TRAIN MILE													
163a	Home expenditure	Annas { 1st half 2nd "	2 48	0 77 0 69	0 26 0 36	0 23	0 38 0 38	0 37 0 42	0 37 0 38	0 59 0 64	0 69	0 03	1 66 1 42
164a	Agent's office—salaries and expenses	{ 1st half 2nd "	2 27	0 27 0 36	0 22 0 32	0 41 0 31	0 13 0 14	0 15 0 15	0 34 0 35	0 39 0 28	0 14 0 14	0 24 0 26	0 80 0 75
165a	Audit, accounts and pay office	{ 1st half 2nd "	1 68	0 73 0 79	0 92 0 93	0 88 0 76	0 47 0 49	0 53 0 58	0 63 0 69	1 16 1 14	0 40 0 42	0 60 0 59	1 27 1 15
166a	Stores Department	{ 1st half 2nd "	0 20	0 29 0 21	0 35 0 35	0 29 0 25	0 16 0 16	0 16 0 19	0 12 0 12	0 23 0 22	0 11 0 10	0 17 0 18	0 53 0 45
167a	Medical	{ 1st half 2nd "	0 25	0 22 0 25	0 21 0 20	0 22 0 18	0 16 0 16	0 10 0 11	0 13 0 15	0 17 0 16	0 10 0 10	0 10 0 11	0 43 0 40
168a	Rents and miscellaneous	{ 1st half 2nd "	0 74	0 7 0 29	0 29 0 27	0 35 0 27	0 29 0 29	0 14 0 12	0 13 0 21	0 32 0 34	0 14 0 12	0 26 0 22	0 17 0 16
169a	Police	{ 1st half 2nd "	0 50	0 19 0 21	0 16 0 14	0 18 0 16	0 23 0 24	0 21 0 24	0 33 0 34	0 58 0 57	0 2 0 13	0 18 0 18	0 21 0 20
170a	Advertising	{ 1st half 2nd "	0 02	0 03 0 05	0 01 0 01	0 05 0 04	0 01 0 01	0 01 0 01	0 01 0 02	0 01 0 01	0 01 0 01	0 02 0 02	0 01 0 02
171a	Electric telegraph	{ 1st half 2nd "	1 02	0 86 1 60	1 16 1 18	0 96 0 81	0 76 0 77	0 67 0 72	0 73 0 72	0 63 0 61	0 70 0 64	0 63 0 67	1 21 1 11
172a	Other charges (net)	{ 1st half 2nd "				0 01 0 01	0 01 0 02	0 01 0 01	0 11 0 19		0 05	0 01	0 01
173a	Total general charges	{ 1st half 2nd "	9 16	3 54 3 86	3 88 4 06	3 53 2 79	2 51 2 67	2 35 2 55	2 98 3 30	3 97 3 96	1 71 1 71	2 49 2 24	6 35 5 67
TABLE F—SPECIAL AND MISCELLANEOUS													
PER CENT ON TOTAL EARNINGS													
163b	Home expenditure	Per cent { 1st half 2nd "	4 58	1 06 1 08	0 21 0 38	0 39	0 49 0 51	0 52 0 68	0 56 0 60	0 74 0 88	0 15	0 11	4 68 3 52
164b	Agent's office—salaries and expenses	{ 1st half 2nd "	4 20	0 37 0 57	0 29 0 33	0 68 0 43	0 16 0 19	0 21 0 24	0 3 0 55	0 96 0 88	0 23 0 24	0 45 0 38	2 26 1 87
165b	Audit, accounts and pay office	{ 1st half 2nd "	3 10	1 00 1 23	0 87 0 95	1 16 1 05	0 60 0 66	0 74 0 95	1 04 1 08	1 47 1 57	0 65 0 76	1 14 1 23	3 57 2 55
166b	Stores Department	{ 1st half 2nd "	0 36	0 27 0 34	0 33 0 37	0 49 0 31	0 20 0 22	0 23 0 31	0 18 0 18	0 23 0 50	0 17 0 18	0 35 0 35	1 19 1 12
167b	Medical	{ 1st half 2nd "	0 46	0 30 0 39	0 29 0 21	0 37 0 25	0 29 0 21	0 15 0 18	0 19 0 23	0 23 0 23	0 17 0 18	0 19 0 22	1 22 0 98
168b	Rents and miscellaneous	{ 1st half 2nd "	1 37	0 37 0 45	0 27 0 29	0 53 0 37	0 26 0 39	0 20 0 29	0 19 0 38	0 40 0 47	0 23 0 21	0 49 0 45	0 49 0 39
169b	Police	{ 1st half 2nd "	0 92	0 26 0 34	0 13 0 47	0 40 0 22	0 28 0 32	0 30 0 35	0 52 0 54	0 72 0 78	0 19 0 23	0 84 0 88	0 68 0 49
170b	Advertising	{ 1st half 2nd "	0 04	0 03 0 07	0 01 0 01	0 08 0 06	0 01 0 02	0 01 0 01	0 02 0 03	0 01 0 01	0 01 0 02	0 01 0 05	0 02 0 05
171b	Electric telegraph	{ 1st half 2nd "	1 88	1 18 1 56	1 03 1 24	1 59 1 12	0 96 1 04	0 94 1 18	1 12 1 39	0 79 0 84	0 97 1 13	1 23 1 39	3 50 2 78
172b	Other charges (net)	{ 1st half 2nd "				0 02 0 01	0 02 0 03	0 01 0 02	0 21 0 30		0 01 0 08	0 02	0 01
173b	Total general charges	{ 1st half 2nd "	16 91	4 84 6 03	3 63 4 28	5 96 3 85	3 18 3 59	3 71 4 15	4 56 5 19	4 99 5 45	2 78 3 13	4 34 4 65	17 91 14 06
TABLE G—SPECIAL AND MISCELLANEOUS													
PER CENT ON GROSS EARNINGS													
174	Law charges	Per cent { 1st half 2nd "	0 12	0 05 0 01	0 02 0 04	0 01 0 02	0 04 0 04	0 01 0 05	0 13 0 10	0 01 0 02			0 08 0 06
175	Compensation	{ 1st half 2nd "	0 85	1 06 —0 16	0 06 0 13	0 42 0 40	0 09 0 07	0 23 0 10	0 33 0 09	0 01	0 09 0 09	0 09 0 14	0 05 0 13
176	Rates and taxes	{ 1st half 2nd "	0 33	0 12 0 13	0 12 0 13	0 26 0 20	0 16 0 15	0 09 0 11	0 10 0 26	0 03 0 12	0 09 0 10	0 08 0 04	0 13 0 07
177	Payments to other lines	{ 1st half 2nd "	5 17	1 32 0 39	0 15 0 17	0 17 1 75	1 29 0 47	0 80 0 94	0 89 0 77	0 34 0 48	0 38 0 24	1 12 2 29	0 38 0 47
178	Other charges (net)	{ 1st half 2nd "	1 01	1 03 1 66	0 48 0 85	1 21 0 98	0 34 0 25	0 66 1 24	1 17 1 27	1 35 1 08	0 73 0 94	0 90 1 08	4 95 4 51
179	Total special and miscellaneous expenses	{ 1st half 2nd "	7 48	3 53 3 03	0 83 1 32	2 07 3 85	1 92 0 99	1 99 2 44	2 62 2 49	1 74 1 70	1 29 1 37	2 19 3 46	5 59 5 24

DIX 18—continued

(by systems) during each half-year of 1905—contd

do not prepare these statistics

3 3/4"													2' 6"				GAUGE.	
12 (a) & (b)	14 (a) to (d)	15 (a)	3 (b) and (c)	8 (c)	18 (a) to ()	11 (b)	2 (g) to (m)	20 (a) & (b)	21 (a) to (f)	22 (a) to (j)	23 (a)	1 (b)	30 (a)	9 (g) & (h)	1 (e)	Number	Serial number.	
Bengal and North West orn.	Buay nagar Gondal Jannagad Por bandar	Burma.	East Bengal	Hyderabad Gondal Vally	Jodhpur-Bikaner	Neahkhal (Bengal)	Rajputann Mulwa	Rohilkund and Kumaon.	South Indian	South ern Mh ratta.	Udaipur- Chitor	Jubbulpore Gondal extension.	Kul Ln Simla	Khushal garh Kohnt Thal and Nowshera Dargal.	Rupur Dham- tari	Calendar year 1905 by half years		
CHARGES																		
0 51 0 53	0 13 0 15	0 70 0 73		0 58 0 57			0 15 0 17	0 96 1 11	0 74 0 36	0 70 0 65		2 65 2 12	0 03 1 33	0 09	1 17 1 15	1st half 2nd "	163a	
0 19 0 17	0 67 1 08	0 24 0 24		0 29 0 38	0 11 0 10		0 12 0 20	0 23 0 27	0 23 0 21	0 26 0 25	1 44 1 41		1 76 1 49	0 14 0 14		1st half 2nd "	164a	
0 58 0 67	1 50 1 52	0 56 0 63		1 15 1 56	0 56 0 51		0 53 0 58	0 68 0 70	0 72 0 70	0 69 0 67	1 09 1 07	0 10	2 31 2 37	0 40 0 43	0 18	1st half 2nd "	165a	
0 08 0 09	0 32 0 34	0 20 0 20		0 22 0 29	0 11 0 10		0 20 0 21	0 15 0 16	0 14 0 17	0 19 0 19	0 12 0 11	0 01	0 16 0 14	0 10 0 10		1st half 2nd "	166a	
0 10 0 11	0 39 0 42	0 21 0 21		6 25 0 33	0 09 0 08		0 12 0 12	0 10 0 11	6 22 0 23	0 14 0 14	0 24 0 22	0 25	0 35 0 51	0 17 0 09		1st half 2nd "	167a	
0 13 0 11	0 30 0 32	0 15 0 16		0 29 0 41	0 11 0 11		0 17 0 17	0 44 0 31	0 18 0 23	0 15 0 13	0 19 0 24	0 02 0 03	1 17 0 30	0 14 0 13	0 11 0 05	1st half 2nd "	168a	
0 21 0 23	0 96 1 02	0 39 0 36		0 43 0 59	0 09 0 09		0 26 0 28	0 34 0 35	0 23 0 20	0 36 0 36		0 07 0 09	0 20 0 45	0 59 0 46	0 31 0 40	1st half 2nd "	169a	
0 01 0 01	0 01 0 01	0 02 0 01		0 02 0 01				0 01 0 02	0 01 0 01	0 01 0 02			0 05 0 03	0 01 0 01		1st half 2nd "	170a	
0 56 0 63	1 17 1 23	0 69 0 71		0 57 0 76	0 86 0 83		0 66 0 73	0 69 0 73	0 66 0 63	0 87 0 86	0 95 0 93	1 44 1 35	0 65 0 68	0 89 0 67	0 60 0 50	1st half 2nd "	171a	
-0 01 -0 01	0 13 0 02			0 03 0 05					0 01 0 01	0 01			0 02	0 05		1st half 2nd "	172a	
2 37 2 54	5 64 6 08	3 29 3 27		3 83 5 25	1 93 1 82		2 21 2 46	3 65 3 83	3 14 3 07	3 37 3 28	4 06 3 98	4 18 4 55	6 70 5 60	2 53 2 03	2 19 2 23	1st half 2nd "	173a	
1 05 1 22	0 19 0 26	1 21 1 57		1 08 1 93			0 24 0 29	1 98 2 26	1 45 0 78	1 57 1 02		7 99 5 88	0 05 1 57	0 52	3 53 5 16	1st half 2nd "	163b	
0 39 0 40	1 27 1 87	0 41 0 51		0 53 0 84	0 21 0 18		0 20 0 23	0 58 0 40	0 44 0 46	0 57 0 62	2 33 2 22		2 81 2 35	0 77 0 87		1st half 2nd "	164b	
1 19 1 57	2 19 2 63	0 95 1 32		2 13 3 44	1 08 0 96		0 37 0 98	1 40 1 41	1 41 1 49	1 54 1 67	1 81 1 68	0 29	3 69 2 80	2 23 2 68	0 53	1st half 2nd "	165b	
0 17 0 20	0 46 0 59	0 35 0 42		0 40 0 65	0 20 0 20		0 33 0 37	0 32 0 32	0 28 0 36	0 42 0 48	0 20 0 18	0 03	0 26 0 17	0 19 0 62		1st half 2nd "	166b	
0 21 0 25	0 57 0 72	0 36 0 44		0 46 0 74	0 18 0 16		0 20 0 21	0 21 0 21	0 43 0 47	6 32 0 35	0 40 0 34	0 69	0 56 0 60	0 04 0 58		1st half 2nd "	167b	
0 27 0 26	0 44 0 54	0 26 0 34		0 54 0 91	0 20 0 20		0 27 0 29	0 41 0 63	0 35 0 49	0 33 0 33	0 32 0 37	0 05 0 09	1 87 1 06	0 77 0 85	0 31 0 22	1st half 2nd "	168b	
0 44 0 50	1 41 1 78	0 67 0 76		0 80 1 31	0 18 0 17		0 43 0 46	0 72 0 78	0 44 0 42	0 80 0 89		0 22 0 25	0 31 0 53	3 32 2 93	0 93 1 80	1st half 2nd "	169b	
0 01 0 02	0 01 0 02	0 03 0 03		0 03 0 01	6 01		0 01 0 01	0 02 0 03	0 02 0 03	0 01 0 06			0 09 0 04	0 03 0 07		1st half 2nd "	170b	
1 16 1 47	1 72 2 13	1 19 1 50		1 04 1 67	1 63 1 54		1 03 1 24	1 42 1 46	1 30 1 35	1 94 2 13	1 62 1 46	4 36 5 39	1 04 0 79	4 47 4 23	1 81 2 25	1st half 2nd "	171b	
-0 01 -0 02	0 23 0 04			0 07 0 11					0 02 0 02	0 01 0 01			0 03	0 02 0 30		1st half 2nd "	172b	
4 89 5 89	8 25 10 52	5 66 6 93		7 08 11 61	3 74 3 41		3 63 4 18	7 56 7 64	6 14 6 57	7 51 8 16	6 73 6 25	12 61 12 62	10 71 6 60	14 16 13 13	6 53 10 26	1st half 2nd "	173b	
LANEIOUS EXPENSES																		
0 02 0 05	0 01	0 02 0 02		0 01 0 06			0 02 0 04	0 03	0 01	-0 03 0 01			0 09 0 16			1st half 2nd "	174	
0 03 0 04	0 03 0 04	0 03 0 07		0 02 0 01	0 01 0 03		0 06 0 13	0 08 0 05	0 03 0 04	0 05 0 08	0 03 0 02	0 03 0 01	0 09 0 05	0 06 0 06	0 01 0 01	1st half 2nd "	175	
0 02 0 06		0 08 0 02		0 04 0 26			0 12 0 12	0 01 0 01	0 12 0 22	0 09 0 08			0 95 0 06			1st half 2nd "	176	
0 23 0 50	0 52 0 22			0 19 0 26	1 85 1 67		0 15 0 16	-0 01	0 18 0 31	0 24 0 15	1 18 1 42	0 18				1st half 2nd "	177	
0 45 0 53	0 94 0 97	1 04 1 12		0 42 1 38	0 44 0 44		0 48 0 55	1 65 1 57	0 72 0 68	1 21 1 25	0 47 0 31	0 97 1 09	1 28 1 08	2 48 2 64	0 58 0 93	1st half 2nd "	178	
0 75 1 18	1 49 1 24	1 17 1 23		0 68 1 97	2 30 2 20		0 83 1 00	1 76 1 63	1 05 1 26	1 56 1 60	1 68 1 75	1 00 1 26	2 41 1 35	2 54 2 70	0 59 0 94	1st half 2nd "	179	

Analysis of working of each railway

EXTRACT FROM TABLES PRINTED

NOTE.—Railways not shown

Serial number	PARTICULARS	5'6"											
		GAUGE											
		Number		1 (a)	2 (a) to (f)	3 (a)	4 (a) to (d)	5 (a) to (f)	6 (a) to (c)	8 (a) & (b)	9 (a) to (f)	10 (a) & (b)	11 (a)
		Calen- dar year 1905 by half- years	Bengal Central	Bengal Nagpur	Bom- bay, Baroda and Central India	Eastern Bengal	East Indian	Great Indian Peninsula	Madras	The Nizam's Guaran- teed State	North West- ern.	Ondh and Rohil Khand	As am Bengal
	FROM APPENDIX I												
180	Average number of loco- tives on the line No	1st half	24	253	220	142	950	835	265	59	733	200	76
		2nd "		259	216	183	911	836	265	59	746	202	76
181	Average miles run per loco- motive per diem Miles	1st half	55 26	73 14	51 19	57 00	63 68	59 75	63 13	51 26	75 67	80 74	60 86
		2nd "		59 67	49 72	68 59	61 53	53 53	62 43	57 01	72 21	78 86	67 14
	lbs coal per engine mile (coal burn- ing engines)—												
182	Coaching lbs	1st half			47 99					43 20			
		2nd "			46 16					41 23			
183	Goods "	1st half	43 19	56 22	47 01	52 65	53 19	49 70	50 19	52 74	46 53	45 44	40 33
		2nd "		53 45	48 09	51 19	50 94	47 61	50 45	47 56	47 61	45 01	31 06
184	Mixed "	1st half			51 80					51 31			
		2nd "			41 78					46 07			
	lbs wood per engine mile (wood burning engines)—												
185	Coaching lbs	1st half											
		2nd "											
186	Goods "	1st half											
		2nd "											
187	Mixed "	1st half											
		2nd "											
	Average gross weight of trains—												
188	Coaching Tons	1st half	166 11	209 95	177 63	171 20	206 61	168 29	161 56	137 72	236 69	203 16	120 69
		2nd "		190 25	172 77	197 54	223 68	174 09	155 14	178 26	230 53	182 03	103 57
189	Goods "	1st half	180 00	415 57	575 89	594 89	573 58	358 82	470 37	349 17	331 40	322 22	86 88
		2nd "		385 70	583 97	431 67	539 66	337 26	162 02	270 58	310 33	333 57	180 13
190	Mixed "	1st half	166 11	309 25	201 64	219 46	291 80		285 67	317 16	265 17	221 40	144 07
		2nd "		280 85	192 32	207 10	261 15		272 11	324 68	255 76	202 05	150 90
	Average through speed of trains—												
191	Coaching Miles per hour	1st half	20	27 94	22 83	19 07	22 00	25 54	21 25	22 68	20 13	28 79	
		2nd "		28 96	22 96	19 07	22 00	23 46	21 25	22 68	20 14	28 82	
192	Goods "	1st half	14	11 89	10 24	15 00	12 00	12 05	11 23	9 50	11 49	11 15	
		2nd "		11 68	10 78	15 00	12 00	10 49	11 23	9 50	11 30	10 72	
193	Mixed "	1st half	15	17 33	15 99	14 30	18 00	14 41	10 82	14 53	14 66	18 95	13 12
		2nd "		17 38	15 78	14 30	18 00	15 98	10 82	14 55	14 32	16 28	13 12
	FROM APPENDIX II.												
194	Average mileage per diem of coaching vehicles, includ- ing brakes Miles	1st half	9,766	96,320	92,400	49,995	275,508	260,979	91,745	10,247	327,361	109,951	30,703
		2nd "		89,747	91,627	69,144	291,670	277,852	90,689	16,059	347,400	112,986	39,603
195	Goods ditto ditto "	1st half	4,892	270,137	158,137	61,612	1,049,960	634,096	233,218	45,795	705,895	156,678	34,156
		2nd "		199,186	119,474	110,090	935,474	485,570	224,063	42,143	601,049	147,535	50,079
	FROM APPENDIX V												
	Average age of sleepers—												
196	Wood Years	1st half	12 04	5 39	9 41	8 00	9 30		5 00		7 43	11 89	
		2nd "		5 74	9 62	8 00	9 53		5 33		8 01	11 79	
197	Iron "	1st half		9 86	12 99	11 00	9 36		32 59		11 18	14 90	
		2nd "		10 23	13 49	11 50	9 53		32 38		11 78	14 66	
	Percentage of removals—												
198	Wood Per cent	1st half	4 72	3 55	3 22	9 11	3 16	4 79	1 77	3 40	1 33	0 18	2 02
		2nd "		6 14	2 92	4 07	2 77	5 21	3 10		1 01	2 42	1 38
199	Iron "	1st half		0 29	0 44	2 61	3 29	2 40	0 29		4 27	7 30	
		2nd "		0 66	0 47	0 63	2 28	0 56	0 29		2 81	6 91	

DIX 18—concluded.

(by systems) during each half-year of 1905—concl'd.

AS APPENDICES TO THE ANALYSIS

do not prepare these statistics

3' 3 3/4"												2' 6"				GAUGE		Serial number
12 (a) & (b)	14 (a) to (d)	15 (a)	8 (b) and (c)	8 (c)	18 (a) to (c)	11 (b)	2 (g) to (m)	20 (a) & (b)	21 (a) to (f)	22 (a) to (g)	23 (a)	1 (b)	30 (a)	9 (a) & (h)	1 (e)	Number		
Bengal and North West or n	Bhayanagar (Gen. and Jharkhand) Porbandar	Burma	Eastern Bengal	Hyderabad Godavari Valley	Jodhpur Bikaner	Nea Khab (Bengal)	Rajputana Malwa	Rohilkhand and Kumaon	South Indian	South ern Mah ratta	Udaipur Chitor	Jubbulpore-Gondia extension	Kalka Simla	Kashmir Kohat Thal and Nowshera Dargai	Raipur Dham tari	Calendar year 1905 by half-years		
218	31	242	132	50	48	Included with the Assam Bengal	434	33	219	222	3	10	18	26	4	1st half	180	
234	27	250	140	50	49		448	36	217	237	3	11	24	28	4	2nd "		
72 25	57 87	67 41	58 23	65 80	64 20		56 57	68 85	61 25	60 17		72 89	40 00	35 42	43 22	1st half	191	
63 05	59 83	63 65	61 63	49 07	66 23		51 71	59 37	65 73	55 95		71 19	19 97	43 13	43 10	2nd "		
																	1st half	182
																	2nd "	
31 83	29 49	40 78	36 28	35 23	42 22			36 13		30 73	32 39	25 80	43 78	65 00	14 82	31 40	1st half	183
29 05	28 53	38 03	36 73	36 25	41 62			33 28		29 68	32 56	28 46	39 43	61 46	14 62	23 41	2nd "	
																	1st half	184
																	2nd "	
																	1st half	185
																	2nd "	
																1st half	186	
																2nd "		
																1st half	187	
																2nd "		
168 23	90 44	129 28	117 00	215 82	108 29		108 32		91 63	92 94			60 00	77 26		1st half	188	
147 65	91 68	129 53	134 35	*50 77	211 45		114 55		91 39	93 74			60 00			2nd "		
216 70	186 65	204 01	237 67	185 05	191 39		273 09		163 65	281 52		166 68	60 00	41 69	92 13	1st half	189	
178 37	193 25	182 10	299 11	196 99	125 12		238 74		158 41	267 01		160 66	68 00	35 54	35 80	2nd "		
179 58	144 97	178 77	124 32	153 42	127 10		130 32		157 32	212 57	144 69	148 18	60 00	58 41	74 68	1st half	190	
166 51	138 86	172 48	146 22	142 82	201 72		135 99		156 00	219 50	156 18	135 55	77 70	43 70	55 62	2nd "		
17 00	20 65	18 82	19 23				17 39		18 00	16 18			9 00			1st half	191	
17 00	20 65	18 82	19 28				17 97		18 00	18 04			9 00			2nd "		
9 50	11 69	10 05	11 16	11 01	12 27		10 11	10 01	9 50	7 60		11 75	9 00	8 54		1st half	192	
9 50	11 26	10 05	11 16	11 01	14 24		9 46	9 86	9 50	7 55		9 69	9 00	8 72		2nd "		
12 20	12 64	12 91	12 51	13 08	15 10		14 29	13 04	12 00	11 67	14 76	11 22	9 00	9 67	10 37	1st half	193	
12 20	12 64	12 91	15 00	13 08	12 27		14 41	12 72	12 00	12 71	14 76	11 33	9 00	9 72	10 37	2nd "		
134,785	20,409	113,612	57,809	17,666	30,349		178,804	16,224	126,958	81,604	1,954	4,684	1,535	4,300	818	1st half	194	
139,661	21,000	111,223	69,120	16,417	32,277		203,433	16,384	126,526	90,060	1,172	6,035	1,787	4,707	740	2nd "		
208,573	20,975	214,509	72,315	40,608	37,589		417,823	32,157	124,401	175,589	469	8,542	1,602	3,904	2,051	1st half	195	
168,065	14,086	183,109	90,910	23,310	36,604		812,292	21,009	139,055	156,422	503	7,782	1,689	5,508	1,088	2nd "		
																1st half	196	
8 93	12 88	11 24	11 50				7 50	11 96	12 77	11 50		1 45		3 06	5 46	2nd "		
9 23	13 07	11 43	11 00				8 00	10 82	12 60	11 00		1 95		3 67	5 93	1st half	197	
	15 03	9 34	15 00				18 50		16 02	17 00				2 87		2nd "		
	15 49	9 34	15 50				19 00		16 48	17 50				3 37		1st half	198	
	4 32	3 27	2 94				3 26	14 31	10 35	5 67	1 51	0 09		0 21	0 71	2nd "		
1 43	2 19	2 10	1 53				2 22	13 45	2 36	4 19	3 69	0 01		0 50	0 51	1st half	199	
2 13	0 34		1 04						0 69	0 14						2nd "		
	0 26		0 57						0 55	0 65				0 06				

*Of local trains only.

Rolling-stock under different heads on each

Items	GAUGE	5' 6"										3' 3 1/2"									
	NUMBER	1 (a)	2 (a) to (f)	3 (a)	4 (a) to (d)	5 (a) to (f)	6 (a) to (c)	8 (a) & (b)	9 (a) to (f)	10 (a) & (b)	11 (a) & (b)	12 (a) & (b)	13 (a) & (b)	14 (a) to (d)	15 (a)	16	17 (a) & (b)	3 (b) & (c)	8 (c)	18 (a) to (c)	
	Railway	B N	B R & C I	B S	L I	G I P & I M L	M	N G S	N W	O & R	A B	B & N W	B D	B G J P	B	D	D S	F S M	H G V	J B	
Engines																					
1	Passenger engines	77	87	71	150	823	51	5	756	205	77	75	10	37	28	2	22	137	55	48	
2	Goods and mixed engines	214	182	115	802		312	56				205		223							
3	TOTAL ENGINES	291	219	186	957	823	266	61	756	205	77	210	10	37	251	2	22	137	55	48	
Coaching vehicles																					
4	Saloons, Royal and State				4		2	13	11		3	3						2	3	3	
5	Saloons ordinary		13	18								13	1	2				19			
6	Reserved carriages	15	9	2	43	7	13	5	62	18	8	1	7	31				8			
7	Inspection carriages					1	3														
8	Family carriages					8	3	2													
9	First class carriages { 4 wheeled Bogie	26	2	15	87	92	38	10	82	40	1	9	2	5	27			14	8	7	
10	Dining cars	2	1		2	5						31	1	1				2			
11	Composite first and second class { 4 wheeled Bogie	48	16	50	64	87	66	12	105	56	4	23	7	2	38		10	52	13	4	
12	Composite first and second class { 4 wheeled Bogie		22	12	29	29			23	10	12	12		5	11			5		20	
13	Second class { Bogie	5	2	27	50	17	8		46	6				3	28	2		3		3	
14	Second class { Ordinary	29	12	16	77	1							2	4				2			
15	Second class with postal accommodation		20			144	79	10	94	33		38	1	10	5			16	10	6	
16	Intermediate class { 4 wheeled Ambulance Bogie	26	6	29	71		4		124	39		32		10				45		17	
17	Composite, intermediate and third class	15	12	38	39		7		1	69	71	33	61	1				2		1	
18	Intermediate and postal carriages	3	4	6					18				2					3			
19	Intermediate, third and postal carriages	1		3									3								
20	Lower class																				
21	Third class carriages { 4 wheeled Bogie		157	199	629	616	464	64	75	6		369	24	125	240	8	87	219	65	69	
22	Third class and postal vans	14	13	51	23	19	5		174	93	16	18		1	29			8	4	10	
23	Third class carriages { 4 wheeled Bogie	296	12	29	13	12			203	81		202			8			7			
24	Third class carriages { Ambulance	49	18	38	26	22			156	26	53				37						
25	Brakevans	227	172	103	76	610	247	49	451	159	16	173	15	41	165	2	26	110	40	32	
26	Brakevans with third class	81		25		16	40		101	7	64				85					5	
27	Brakevans fitted with postal compartment					5															
28	Postal vans			1	22	9	9		10						5			3			
29	Composite postal and other carriages					6									3			1			
30	Prison vans	4	4	7	39	55	27	2	42			5		6	1			5			
31	Carriage trucks	16	18	20	75	114	56	10	142	13	16	30	1	5	37		3	10	10	12	
32	Horse boxes	31	26	26	41	115	40	6	61	13	12	1		5	31		4	10			
33	Luggage vans			16	10																
34	Produce Vendors vans			25																	
35	Milk vans			21							3						2	28			
36	Fish vans				1				18												
37	Store, ice and stationary vans								5	2					20		2	13		1	
38	Miscellaneous			8	1						1										
39	TOTAL COACHING VEHICLES	911	634	712	2,375	2,968	1,211	189	2,370	633	259	1,029	63	255	985	12	84	681	164	217	
Goods vehicles																					
40	Covered goods vans { Ordinary	2,493									100	200			62			177		6	
41	Covered goods vans { Military	1,278													75						
42	Covered goods vans { 4 wheeled		1,313	1,933	8,241	7,546	868	9	2,098	2,151	1,115	5,182	263	153	2,804	4	223	2,119	320	396	
43	High sided wagons, bogie		1,404	1,352		2,917	102	5,592	2,733					145	20			533	100		
44	High sided wagons, 4 wheeled					20		10			14			16				2			
45	Medium sided wagons, bogie		1,003	3	1,000	3,553	1,299	717	1,112		125			60			744	20			
46	Medium sided wagons, 4 wheeled	290	413					32								6					
47	Low sided wagons, { Ordinary bogie								102	162		28		20	115			54		150	
48	Low sided wagons, { Military	190	102	141	6,674	305	120		140	374	300	544	65	565			70	269		145	
49	4 wheeled	146	83	367			223		481									228			
50	Coal or coke wagons	2,740	100		1,358	50			1,982	110											
51	Cattle wagons			1	7	21			24		4			6	166					35	
52	Accident vans	14	14	13	46	39	18				5		1		13			7			
53	Platform wagons			19		8						2						3			
54	Powder vans	6	6	5	31	24	9		47	8	3	1		2	12		1	2		1	
55	Timber trucks	36	20	16		191	216	10	49		46	279	14	22	91		50	114	29		
56	Bolster trucks { Double														157						
57	Bolster trucks { Single	14		109	50				271		16				150						
58	Ballast wagons	76	478	36	126	30	64				50			74	116						
59	Travelling oil tanks	31	20	26	54	31	45		51	10				1	2			10	1		
60	Travelling water tanks		25	8	11	10	3		72	1				2	23					7	
61	Travelling gas holders	8	8	2	3	15	12	2	15	6	8	19	3					4	2		
62	Travelling cranes	11	4	7	31	57	15	2	52	17	15				90		1	13	3		
63	Miscellaneous	31	10	14	7	1	16	7	16	7	12	15	1	56	84			19	6	1	
64	TOTAL GOODS VEHICLES	7,379	5,105	4,053	17,495	12,004	4,918	1,008	11,622	5,579	1,813	6,270	348	1,048	5,155	10	1,050	9,557	817	941	
LOWER CLASS CARRIAGES FITTED																					
Intermediate class			16	9	71				120	45				12						20	
Composite, intermediate & 3rd class		40	26	15	29	100	62	64	459	155	16		3	21	52		10	22	64	85	
Third class			4	4	201																
TOTAL		40	42	28	301	100	62	64	579	200	16		3	33	52		10	22	64	105	
LOWER CLASS CARRIAGES PROVIDED WITH LATRINE																					
Intermediate class		35	17	24	81		4		120	45			3	19				45		20	
Composite, intermediate and 3rd class				24	39				55									40			
Third class		40	65	84	219	191	94	64	490	195	19		3	21	80		10	272	64	85	
TOTAL		75	82	132	339	191	98	64	670	240	19		6	33	80		10	357	64	105	

22

Number of, outlay on, and

Progressive No	GAUGE	5' 6"						
	NUMBER	1 (a)	2 (a) to (f)	3 (a)	4 (a) to (d)	5 (a) to (f)	6 (a) to (c)	8 (a) & (b)
	Particulars	B N	B B & C L	E B S	I I	G I P	M	N G S

ENGINES

(In the table below except where separately shown, the Passenger engines are included with Goods and Mixed engines)

1	Passenger engines	Number at close of 1904	57	82	59	144		54	5
2		Number added in 1905	20	5	12	6			
3		Number at close of 1905	77	87	71	150		54	5
4	Goods and mixed engines	Number at close of 1904	174	135	115	771	821	202	56
5		Number added in 1905	40	—3		31	2	10	
6		Number at close of 1905	214	132	115	802	823	212	56
7	Total number of locomotives on the 31st December		291	219	186	952	823	266	61
8	Number per mile of line open of all classes		0.17	0.26	0.37	0.42	0.29	0.19	0.17
9	Average mileage run by each per annum	Passenger	20,835	24,031	23,321	96,719	27,029	28,959	17,963
10		Goods	18,477	10,402	18,456	20,271	17,852	21,602	19,063
11		All classes	22,627	18,876	20,313	22,862	20,662	23,101	18,972
12	Average mileage run by each per diem	Passenger	57	65	64	101	74	79	49
13		Goods	51	23	50	55	49	60	52
14		All classes	64	52	56	63	56	64	52
15	Ton mileage handled per engine, in thousands of tons		9,610	6,107	4,606	8,166	6,186	6,577	5,915
16	Average under repairs or renewals at any one time		67	35	25	109	104	55	10
17	Total value, in thousands of rupees		1,46.87			1,90.44	2,77.06	91.74	
18	Total value per mile of line open		8.631			8.518	9.407	6.699	

COACHING STOCK

(In the table below where the value of coaching stock is not shown it is included with that of Goods)

19	Number at close of 1904	911	632	608	2,380	2,243	1,201	190
20	Number added in 1905		2	14	—5	45	11	2
21	Number at close of 1905	911	634	712	2,375	2,288	1,212	188
22		1st class	0.04	0.05	0.13	0.03	0.07	0.10
23		2nd class	0.03	0.07	0.10	0.03	0.03	0.03
24	Number per mile of line open	Intermediate class	0.02	0.03	0.16	0.06	0.01	
25		3rd class	0.06	0.06	0.09	0.42	0.81	0.19
26		All other classes	0.19	0.26	0.45	0.44	0.35	0.19
27		Total of all classes	0.54	0.77	1.43	1.06	0.82	0.53
28		1st class	38,167		25,870	60,329	52,274	31,081
29		2nd class	46,210		33,642	70,850	53,087	28,987
30	Average mileage run by each per annum	Intermediate class	69,979		99,159	76,035	56,536	36,694
31		3rd class	15,870		37,322	67,838	56,539	36,694
32		All other classes	35,048		23,404	33,171	33,774	31,515
33		Total of all classes	42,399	54,730	31,903	58,472	48,062	33,563
34	Average mileage run by each per diem		116	150	87	146	132	92
35	Freight ton mileage per vehicle, in thousands of tons		37	18	25	50	39	30
36	Average under repairs or renewals at any one time		125	90	72	450	268	113
37	Total value, in thousands of rupees		71.16				1,18.27	46.18
38	Total value per mile of line open		4.211				4.215	3.280

GOODS STOCK

39		Covered wagons	3,776	2,721	3,215	8,276	7,140	2,807	161
40		Open "	3,241	2,261	412	8,900	3,997	1,812	759
41	Number at close of 1904	Timber trucks, including bolster trucks	50	20	126		241	197	10
42		All other classes	81	83	94	206	174	69	78
43		Total of all classes	7,145	5,105	3,647	17,882	11,552	4,915	1,008
44		Covered wagons		—4	100	—23	406	93	
45		Open "	231		97	132	42	—80	
46	Number added in 1905	Timber trucks, including bolster trucks		4	10	9	4	—12	
47		All other classes			506	113	452	3	
48		Total of all classes	231		506	113	452	3	
49		Covered wagons	3,776	2,717	3,315	8,248	7,546	2,800	161
50		Open "	3,472	2,281	509	8,032	4,039	1,792	759
51	Number at close of 1905	Timber trucks, including bolster trucks	50	20	125		241	185	10
52		All other classes	81	87	104	215	178	71	78
53		Total of all classes	7,379	5,105	4,053	17,495	12,004	4,918	1,008
54	Number of all classes per mile of line open		4.56	5.75	8.14	7.67	4.28	3.49	2.84
55	Average mileage run by each per annum		15,105	10,691	7,297	19,026	18,569	12,932	18,067
56	Average mileage run by each per diem		41	28	50	52	37	35	49
57	Average tare in tons	Covered wagons	8.23	6.88	7.69	7.25	7.43	7.37	7.30
58		Open "	8.31	6.14	7.43	6.63	6.55	6.65	7.00
59	Average carrying capacity in tons	Covered wagons	14.94	14.03	12.45	14.86	14.12	14.32	13.25
60		Open "	16.48	14.10	15.06	14.67	14.73	13.78	16.78
61	Average load of a goods vehicle, loaded and empty, per mile		7.24	6.96	6.22	7.39	6.63	5.19	6.90
62	Freight ton mileage per vehicle, in thousands of tons		79	69	47	143	105	83	102
63	Average under repairs or renewals at any one time		216	254	261	691	556	342	56
64	Total value, in thousands of rupees		2,05.49			10.01.96	2,60.40	1,35.23	
65	Total value per mile of line open		12.161			43.926	9.281	9.604	
66	Grand total value of rolling stock, in thousands of rupees		4,23.52	2,98.10	1,83.15	11,92.40	6,56.63	2,75.75	54.88
67	Grand total value of rolling stock, per mile of line open		25.061	27.441	36.777	52.275	22.695	19.583	15.609

DIX 23

work done by, Rolling-stock

3' 3 3/4"														
9 (a) to (f)	10 (a) & (b)	11 (a) & (b)	12 (a) & (b)	13 (a) & (b)	14 (a) to (d)	15 (a)	16	17 (a) & (b)	3 (b) & (c)	8 (c)	18 (a) to (c)	19	6 (d) & (e)	2 (a) to (m)
N W	O & R	A B	B & N W	B D	B G J F	B	D	D S	E B S M	H G V	J B	M R W	N & S C	R M

ENGINES

(In the table below except where separately shown, the Passenger engines are included with Goods and Mixed engines)

719	202	72	205	10	37	208	4	22	133	55	48	3	4	145
37	3	5	205		15	15	-2		4			3	6	145
756	205	77	205	10	37	223	2	22	137	55	48	1	12	303
756	205	77	240	10	37	251	2	22	137	55	48	4	18	448
0 19	0 16	0 09	0 15	0 06	0 06	0 19	0 40	0 28	0 19	14	0 06	0 05	0 22	0 21
	46,152		20,435			30,715			25,802				9,118	23,943
	14,114		23,660			17,603			16,862				10,407	17,276
26,333	28,575	23,741	23,189	28,427	16,784	23,149	13,372	15,634	20,978	19,035	23,807	23,129	9,891	19,434
	126		56			84			71				37	65
	29		65			48			46				29	47
72	78	65	63	78	46	63	51	43	57	52	65	63	31	53
7,721	7,467	3,488	4,083		2,709	4			3,491	3,365	4,673		1,103	1,392
	26	8	27	1	1	20		7	25	7	7		2	56
2 60 93	65,51	22 17	67 66	270	756	72 36				16 63	18 90	1 50		
6 728	5,202	2,994	4,361	1,765	1,661	5,400				5,598	1,667	2,027		

COACHING STOCK

(In the table below where the value of coaching stock is not shown it is included with that of Goods)

2,369	852	289	942	63	255	993	12	82	679	164	205		46	1,681
30	1	20	87			-8		2	2		12		6	-5
2,399	853	259	1,029	63	255	985	12	84	681	164	217	55	52	1,679
0 04	0 03	0 03	0 05		0 05	0 06		0 13	0 09	0 07	0 04		0 07	
0 04	0 05	0 02	0 04		0 04	0 07			0 06	0 04	0 02		0 03	
0 04	0 05	0 01	0 04		0 03	0 03			0 10		0 02			
0 24	0 29	0 13	0 40		0 31	0 39		0 48	0 43	0 18	0 12		0 26	
0 24	0 20	0 15	0 14		0 18	0 22		0 43	0 25	0 13	0 06		0 13	
0 60	0 67	0 34	0 71	0 41	0 56	0 74	2 40	1 09	0 93	0 42	0 26	0 75	0 59	0 82
	5,380	36,109	49,225			25,640							13,127	
	3,623	35,486	65,373			29,716							22,457	
	3,239		75,285											
	20,203	34,779	59,939			38,463							15,752	
	14,384	20,538	13,814			29,525							10,373	
52,963	46,829	30,470	48,657		30,264	33,895				45,831	53,209		13,777	43,999
143	128	63	133		83	93				126	146		38	121
41	38	23	32		21	26			22	31	34		19	30
239	55	39	68	16	14	92	14		103	10	13		8	124
1,6148		22,27			785	57 07				8,77				
5,040		3,002			1,723	3,885				2,241				

GOODS STOCK

8,676	4,884	1,215	5,711	263	298	3,530	4	223	2,848	403	602		79	4,619
2,917		442		69	705	903	4	814	564	382	295		56	2,677
320	616	70	279	12	22	400		50	143	20			8	79
253	47	85	35	4	23	152		2	50	11	36			102
11,566	5,577	1,812	6,025	348	1,018	4,985	8	1,089	3,605	816	933		142	7,477
56		10				160			-14					534
		-3	243	-3			2		-13			29		
		-8		2					-29			25	27	
	2	2		1		-2			8					
56	2	1	245		170		2		1	8		1		
8,132	4,884	1,225	5,954	263	298	3,690	4	223	2,834	403	602	5	27	592
2,917		439		68	705	903	6	814	551	382	295	29	79	5,153
320	646	62	279	14	22	398		50	114	20		25	83	2,677
253	49	87	37	5	23	184		2	58	12	44		8	79
11,622	5,579	1,813	6,270	348	1,048	5,155	10	1,089	3,557	817	941	1	170	100
293	4 37	2 34	4 01	2 27	2 30	3 84	2 00	14 05	4 85	2 09	1 13	55	12	8,008
20,354	14,896	7,577	11,274		5,891	11,615				12,635	12,823	0 75	3,359	3,91
56	41	21	31		15	32				35	35		9	16,030
7 54	7 22	4 93			3 72	4 56			4 40	4 29	3 90		8 02	4 07
7 12		3 28	3 76		3 13	3 78			3 22	4 09	4 73		6 51	4 30
16 60	12 40	10 33	9 74		7 35	9 54			8 68	10 93	9 51		16 85	9 59
13 87		6 90			7 15	8 82			7 20	11 00	12 85		14 90	12 41
7 62	5 21	4 02	3 81		2 73	3 30			4 10	3 90	4 23		4 21	4 45
157	52	34	36		16	44			34	49	59		14	71
344	101	147	242	17	40	463		45	212	21	19		6	215
3,0261	1,6718	36,10	14249	933	12 53	89,93				13 13	27 17	2 83		
9,273	13,275	4,875	9,183	6,099	2,751	6,714				3,957	3,261	3,824		
7,34,02	2,32,69	60 50	2,10,15	12 03	27 94	214 41	23 94	1,23,33	38 55	41,07	433	14,50	2 49 10	56
18,503	18,482	10,873	13,541	7,863	6,135	16,001	30,885	16,825	9,859	4,930	5 851	17,683	12,157	67

Number of, outlay on, and

Progressive No.	GAUGE	3' 6 $\frac{1}{2}$ "—concl'd				2' 6'						
	NUMBER	20(a) & (b)	21 (a) to (f)	22 (a) to (j)	23	24	25	26	3 (d)	27	3 (b)	2 (n) & (e)
	Particulars	R & K	S I	S M	U C	B B L	B L	B B	C B	C	E B S M	G D & R

ENGINES

(In the table below except where separately shown, the Passenger engines are included with Goods and Mixed engines)

1	Passenger engines	Number at close of 1904	73		1							
2		Number added in 1905			1							
3		Number at close of 1905	73		2							
4	Goods and mixed engines	Number at close of 1904	40	145	238		3	5	3	5	10	11
5		Number added in 1905		10	-1		2	2		2		
6		Number at close of 1905	40	155	237	2	3	7	3	5	10	11
7	Total number of locomotives on the 31st December		40	228	237	3	3	7	3	5	10	11
8	Number per mile of line open of all classes		0.14	0.17	0.14	0.04	0.12	0.25	0.16	0.15	0.17	0.08
9	Average mile		7,141	30,968	19,662						14,759	
10	ago run by each		8,743	15,220	17,794						10,442	
11	per annum		20,196	22,160	20,496	19,029	1,358	25,567	9,139	17,953	6,900	11,112
12	Average mile		20	85	54							
13	ago run by each		21	41	48							
14	per diem		55	61	56	37	70	25	19	19	30	30
15	Ton mileage hauled per engine, in thousands of tons		2,947	3,729	3,353	3,720						
16	Average under repairs or renewals at any one time		9	23	38						2	2
17	Total value, in thousands of rupees				59.71	05	76	70		12		1.44
18	Total value per mile of line open				3.466	1.384	2.941	3.786		984		1.034

COACHING STOCK

(In the table below where the value of coaching stock is not shown it is included with that of Goods)

19	Number at close of 1904	180	1,063	1,053	26		7	24	16		47	54
20	Number added in 1905	4	36			13						
21	Number at close of 1905	184	1,099	1,053	26	13	7	24	16	3	47	54
22	1st class	0.03	0.06	0.05	0.03				0.06	0.03	0.11	0.06
23	2nd class	0.04	0.05	0.04	0.03		0.23		0.03		0.06	
24	Intermediate class	0.03							0.10		0.17	
25	3rd class	0.32	0.52	0.32	0.22		0.09		0.25	0.03	0.94	0.26
26	All other classes	0.16	0.18	0.20	0.06				0.04	0.05	0.36	0.11
27	Total of all classes	0.63	0.81	0.61	0.37	0.50	0.32	1.30	0.48	0.25	1.64	0.43
28	1st class		31,542									
29	2nd class		42,758									
30	Intermediate class											
31	3rd class		48,327									
32	All other classes		31,637									
33	Total of all classes	34,916	43,013	29,448	31,505					4,928		
34	Average mileage run by each per diem	95	119	80	86					14		
35	Freight ton mileage per vehicle, in thousands of tons	20	39	23	28							
36	Average under repairs or renewals at any one time	20	67	51	2		2		2		6	
37	Total value, in thousands of rupees				110							1.29
38	Total value per mile of line open				1.734							975

GOODS STOCK

39	Covered wagons	943	2,123	3,334	25		7	14	56		47	55
40	Open "	83	1,347	1,051	10		15	2	9		38	152
41	Number at close of 1904	76	71	267			39		5		5	
42	Timber trucks, including bolster trucks											
43	All other classes	15	6	206			1	12			111	2
44	Total of all classes	1,122	3,549	4,861	35		62	28	70		201	269
45	Covered wagons	67	156	366		6						
46	Open "	30	46	-10		19						
47	Number added in 1905								8		18	
48	Timber trucks, including bolster trucks											
49	All other classes	97	204	357							2	
50	Total of all classes	1,015	2,281	3,700	25	25	7	14	56	18	47	55
51	Covered wagons	113	1,393	1,044	10	6	15	2	9	18	32	152
52	Open "	76	71	267		19	39		13		9	
53	Timber trucks, including bolster trucks											
54	All other classes	15	8	207			1	12			113	2
55	Total of all classes	1,219	3,768	5,218	35	25	62	28	78	18	201	269
56	Number of all classes per mile of line open	4.19	2.77	3.03	0.50	0.96	2.21	1.51	2.32	1.54	5.86	1.67
57	Average mileage run by each per annum	7,189	11,468	11,351	12,530							
58	Average mileags run by each per diem	19	31	31	34							
59	Average tare in Covered wagons	9.96	4.44	4.03	4.02		5.90	2.75	3.32		2.79	
60	Open "	3.46	3.73	3.23	3.22		5.35	2.50	2.15	2.25	4.13	
61	Average carry- ing capacity in Covered wagons	11.30	7.87	7.76	7.40		14.10	6.00	3.79		4.35	
62	Open "	10.89	7.26	6.97	6.29		14.65	6.00	5.00	5.25	4.65	
63	Average load of a goods vehicle, loaded and empty, per mile	4.27	3.68	3.50	3.17							
64	Freight ton mileags per vehicle, in thousands of tons	26	46	37	23							
65	Average under repairs or renewals at any one time	52	207	112			4		5		15	
66	Total value, in thousands of rupees			1,08.60	58	1.28		1.71		8		1.45
67	Total value per mile of line open			6.304	845	4.931		3.232		723		1.101
68	Grand total value of rolling stock, in thousands of rupees	41,35	1,56,00	1,68,31	2,72	2,04		2,41	1,96	20	Inclnd ed with E B S	4,18
69	Grand total value of rolling stock per mile of line open	13,692	11,530	9,751	3,942	7,868	Information not available	13,018	5,765	1,667	By 3' 6 $\frac{1}{2}$ " gauge	3,170

DIX 23—conold

work done by Rolling-stock

2' 6"										2' 3"						Progressive No
1 (b) & (e)	30	9 (g) & (h)	19	1 (c)	1 (d)	20 (c)	32	33	6 (f)	9 (a)	35	5 (g)	36	37	38	
J G E & R D	K S	K K T & N D	M R W	M B	P L L	P W L	B P	T B	T K	D L	D H	G L	H A	H S	J	

ENGINES

(In the table below except where separately shown, the Passenger engines are included with Goods and Mixed engines)

17	18	27	7	3	3	5	4	3	3	7	18	15	7	4	7	1
2	11	3	1	3	3	5	4	3	3	7	18	15	7	4	7	2
19	24	30	6	3	3	5	4	3	3	7	18	15	7	4	7	3
19	24	30	6	3	3	5	4	3	3	7	18	15	7	4	7	4
0 07	0 40	0 23	0 37	0 09	0 12	0 13	0 12	0 15	0 12	1 13	0 37	0 03	0 19	0 20	0 23	5
18,089	7,542	12,964	9,980	19,174	6,559	12,584	23,462				13,995	9,841	14,775	8,766		6
49	21	35	27	36	18	35	64				38	27	40	24		7
2,510	517		1	703	487	1		1				2				8
	3				1											9
	6 55	7 31		60	76		68				3 22	2	1 65	65		10
	11,027	5,535		2,129	3,081		2,057				6,323		4,460	3,280		11

COACHING STOCK

(In the table below where the value of coaching stock is not shown it is included with that of Goods)

50	78	78	54	9	8	18	25	14	11	9	91	59	56	20	19	19
6		2	1	9	8	18	25	14	11	9	91	59	56	20	19	20
56	78	80	53	0 06	0 04	0 05	0 07	0 10	0 08		0 46	0 46	0 66	20	22	21
0 02	0 30	0 05		0 03	0 01	0 05	0 04				0 56					22
0 01	0 27	0 03		0 03	0 14	0 08	0 08				0 56					23
		0 02		0 09	0 13	0 33	0 45	0 45	0 24		0 52					24
0 14	0 44	0 30		0 06	0 06	0 03	0 11	0 15	0 12		0 06					25
0 02	0 30	0 20		0 27	0 32	0 46	0 75	0 70	0 44	1 46	1 90	0 25	1 78	1 00	0 73	26
0 19	1 31	0 61	3 31	5,028	6,975											27
23,352	4,711			6,617												28
40 847	5,031			6,617	18,452											29
56 315				11,710	5,660											30
44 185	10,624			10,573												31
36,787	9,176			8,640	11,459											32
41,784	7,778			21	31											33
114	21			6	10											34
20	5			1		1					1					35
		7	5													36
3 49	1 85			31			69									37
5,877	1,405			1,245			2,061									38

GOODS STOCK

170	70	84	20	2	58	20	30				37	80	14	4	42	39
80	60	335	47	14	2	15	18				182	55	8	4	21	40
							2				6					41
		23	1	16	11	35	50			326	19	101	10		9	42
250	130	442	68	4	71	6				326	214	236	52	8	75	43
25	10	1		8					12		7				5	44
23									12		—3					45
																46
2		—12													—4	47
50	10	—11		12	6				24		4				1	48
170	80	84	20	4	58	20	30		12		44	80	14	4	42	49
105	60	336	47	8	14	21	18		12		179	55	8	4	29	50
23					2		2				6					51
		11	1		11	41	50		24	326	19	101	10		5	52
300	140	431	68	12	71	123	250		0 96	326	248	236	32	8	76	53
1 05	2 36	3 27	4 25	0 37	0 65	1 82	1 23		0 53		4 86	0 94	0 86	0 40	2 53	54
11,538	4,292			7,311	4,474											55
32	12			20	12											56
7 44	3 12	4 50		5 00	6 93	3 16	2 75					2 13	2 75	2 75		57
5 58		1 33		5 06	4 06		2 15					2 60	2 50	2 50		58
10 05	8 64	9 00		9 04	4 81		5 00	4 00			3 70	5 13	5 00	5 00		59
10 87	6 25	3 48		11 00	7 33		5 00	4 00			3 70	4 16	5 00	5 00		60
																61
8 95	2 34			7 83	3 04											62
																63
45	10			57	14						7					64
		10	1		41	5	61						3 26	1 03		65
	2 77	4 83		54	1 689		1 836				3 62		8 759	5 224		66
	4 655	3 680		1 669							7 102					67
20,93	12,81	13,99	8,56	1,23	1,43	1,42	1,98	1,60	2,40	Included with North Western State railway	6,81	5,56	4,91	1,63	2,03	66
7,361	22,250	10,598	20,941	3,844	6,015	3,641	6,005	8,021	9,600		13,412	2,224	13,270	8,040	6,767	67

APPENDIX 24

Rolling-stock fitted with automatic brakes at close of 1905

NUMBER		Gauge	RAILWAY SYSTEM (Vide Appendix 1)	LOCOMOTIVES			COACHING VEHICLES INCLUDING ALL BRAKE VANS				GOODS VEHICLES, EXCLUDING CRANES			
Main head	Sub head			Fitted	Not fitted	Proportion per cent of fitted to total	Braked	Piped	Not fitted	Proportion per cent of fitted to total	Braked	Piped	Not fitted	Proportion per cent of fitted to total
1	(a)	3' 6"	Bengal Nagpur	176	115	60.48	715	12	184	79.80	1,217	13	6,138	16.69
2	(a) to (f)		Bombay, Baroda and Central India	181	38	82.65	496	4	134	78.86	2	49	5,050	1.00
3	(a)		Eastern Bengal State	129	57	69.35	502	44	166	76.69		13	4,033	0.32
4			East Indian	487	465	51.16	1,522	92	761	67.95	235	78	17,151	1.79
5	(a) to (f)		Great Indian Peninsula	491	332	59.66	1,721	11	556	75.70		165	11,782	1.38
			Indian Midland											
6	(a) to (c)		Madras	162	114	57.14	935	20	257	78.80	164	15	4,724	3.65
8	(a) & (b)		Nizam's Guaranteed State		61		55	3	130	30.85			1,006	
9	(a) to (f)		North Western State	705	51	93.25	2,036	90	223	90.70	1,046	103	10,421	9.93
10	(a) & (b)		Oudh and Rohilkhand State	122	83	59.51	714	49	90	89.45	29	10	5,523	0.70
11			Assam Bengal	68	9	83.31	245	2	12	95.37	102	7	1,659	6.06
12			Bengal and North Western	65	175	27.08	362	2	685	35.37			6,251	
13			Bengal Doon		10				63				345	
14			Bhavnagar Gondal Junnagar Porbandar		37				255				1,046	
15			Burma	144	107	57.37	421	34	530	46.29	155	9	4,961	3.20
16			Deoghur		2				12				10	
17			Dibru Sadia		22				84				1,058	
3	(b) & (c)	3' 3 3/4"	Eastern Bengal State	106	31	77.37	440	42	199	70.78		2	3,542	0.66
8	(c)		Hyderabad Godavari Valley		55		3		161	1.83			815	
18			Jodhpur Bikaner		48			1	216	0.46			941	
19			Morvi		4				55				55	
6	(d) & (e)		Nilgiri and Shoranur Cochin	6	12	33.33	12	1	39	25.00	21		149	12.35
2	(g) to (m)	2' 6"	Rajputana Malwa	45	403	10.04	97	35	1,517	7.86			7,983	
20	(a) & (b)		Rohilkhand and Kumaon	10	20	25.00			184				1,211	
21			South Indian	48	180	21.05	210	2	857	19.22			3,745	
22			Southern Mahratta	42	195	17.72	106	3	941	10.35			5,197	
23			Udaipur Chitor		3				26				35	
24			Baraset Basirhat Light		3				13				25	
25			Barsi Light		7				7				61	
26			Bukhtarpore Bohar Light		3				24				23	
3	(d)		Cooch Behar including 2 6" gauge branches of Eastern Bengal State Railway		15				63				279	
27			Cuttack		2				3				18	
2	(n) & (o)		Gackwar s Dabhoi and Rajpura		11				54				209	
1	(b) to (e)		Jubbulpore Gondia, Morabhanj, Parliakimedi Light and Raipur Dhamtari	12	13	48.00	31		39	46.57	223		105	67.99
30			Kalka Simla	24		100.00	78			100.00	79	61		100.00
9	(g) & (h)	2' 0"	Khushalgarh Kohat-Thal and Nowshera Dargai		30				80				431	
19			Morvi		6				53				63	
20	(c)		Powayan Light		5				18				71	
32			Tarakeshwar Magra Light		4				25				41	
33			Tozporo Bahpara Light		3				14				50	
6	(f)		Tirapattur-Krishnagiri	3		100.00			11				24	
9	(i)		Dandot Light		7				19				326	
35			Darjeeling Himalayan		18				97				248	
5	(g)		Gwahar Light		15				63				236	
36			Howrah Amta Light		7				66				32	
37			Howrah Sheakhala Light		4				20				8	
28			Jorhat State		7				22				76	
Total				3,016	2,799	51.87	10,754	447	9,061	55.28	3,273	525	107,226	3.42

APPENDIX 25

Rolling-stock lighted by gas and electricity at close of 1905

NUMBER		Gango	RAILWAY SYSTEM (Vide Appendix I)	Number of coaching vehicles fitted for light ing with			Number of coaching vehicles not fitted	Proportion per cent of fitted to total	REMARKS
Main head	Sub head			Gas	Electricity	Total			
1	(a)	5' 6'	Bongal Nagpur	665	1	666	104	77.44	
2	(a) to (f)		Bombay, Baroda and Central India	405	2	407	7	93.31	
3	(a)		Eastern Bengal State	484	1	485	220	68.79	
4			East Indian	1,976	3	1,979	246	84.86	
5	(a) to (f)		Great Indian Peninsula	1,368	29	1,397	80	94.58	
			Indian Midland						
6	(a) to (c)		Madras	1,001		1,001	184	84.47	
8	(a) & (b)		Nizam's Guaranteed State	119		119	61	66.11	
9	(a) to (f)		North Western State	1,851		1,851	285	86.66	
10	(a) & (b)		Oudh and Rohilkhand State	633	1	634	169	80.19	
11		3' 3 3/4"	Assam Bengal	227		227	6	97.42	
12			Bengal and North Western				1,029		
13			Bengal Doon's				63		
14			Bhavnagar Gondal Jinnagad Porbandar				255		
15			Burma		20	20	896	2.18	
16			Deoghur				12		
17			Dibru Sadhya				84		
3	(b) & (c)		Eastern Bengal State	485		485	191	71.75	
8	(c)		Hyderabad Godavari Valley	114		114	50	71.26	
18			Jodhpur Bikaner		80	80	180	38.10	
19		Morvi				55			
6	(d) & (e)	2' 6"	Nilgiri and Shoranur Cochin				52		
2	(g) to (m)		Pajputana Malwa		340	340	1,306	20.66	
20	(a) & (b)		Rohilkhand and Kumaon				184		
21			South Indian		99	99	881	10.10	
22			Southern Mahratta	970		970	55	94.63	
23			Udaipur Chitor				26		
24			Baraset Basirhat Light				13		
25			Barsi Light				7		
26			Bukhtarpore Behar Light				24		
3	(d)		Cooch Behar including 2' 6' gauge branches of Eastern Bengal State Railway				63		
27		Cutch				3			
2	(n) & (o)	2' 0"	Gaskwar's Dabhoi and Rajpuri				54		
1	(b) to (e)		Jubbulpore Gondia, Mourbhany, Parlati medhi Light and Raipur Dhamtari	34		34	39	46.58	
30			Kalka Simla		72	72	6	92.30	
9	(g) & (h)		Khushalgarh Kobat Thal and Norshera Durgai				80		
19			Morvi				53		
20	(c)		Powayan Light				18		
32			Tarakeswar Magra Light				25		
33			Tezporo-Balipara Light				14		
6	(f)		Tirupattur Krishnagiri				11		
9	(i)		Dandot Light				9		
35		Darjeeling Himalayan				97			
5	(g)	Gwalior Light				63			
36		Howrah Amta Light				66			
37		Howrah Sheekhala Light				20			
38		Jorhat State				22			
TOTAL				9,722	648	10,430	7,408	58.47	

APPENDIX 26

Railways on which points and signals were interlocked and on which block instruments were used for train signalling at close of 1905

NUMBER		Gauge	RAILWAY SYSTEM (Vide Appendix 1)	Total number of stations on rail way	STATIONS AT WHICH POINTS AND SIGNALS WERE INTERLOCKED		STATIONS AT WHICH BLOCK IN- STRUMENTS WERE USED FOR TRAIN SIGNALLING	
Main head	Sub- head				No	Name of system of interlocking	No	Name of block instru- ment
1	(a)	5' 6"	Bengal Nagpur	233	93	90 List und Morse's 3 Experimental	16	4 Webb and Thomson's 12 Theobald's Train Key
2	(a) to (f)		Bombay, Baroda and Central India	132	30	22 Mackenzie and Hol- land's 8 Experimental	82	58 Procoe's single wire sema- phore Does not give out a token or tablet 24 Experimental
3	(a)		Eastern Bengal State	129	33	22 Ordinary double line interlocking 11 Experimental	22	Pryce and Ferreira's Token not necessary
4			East Indian	378	179	93 English system 80 Dutton's 1 Experimental	126	75 Pryce and Ferreira's Token not necessary 37 Tyer's Tablet 14 Experimental
5	(a) & (b)		Groat Indian Peninsula	260	64	43 English system 18 List und Morse's 3 Experimental	260	205 Procoe's Does not give out a token or tablet. At some of these stations two kinds of instruments are used 65 Neal's
5	(c) to (f)		Indian Midland	148	17	11 Wrench's 5 English system 1 Experimental 37 List und Morse's	31	Freece's Does not give out a token or tablet
6	(a) to (c)		Madras	304	58		211	106 Winter's Block with start- ing semaphores Does not give out a token or tablet. 20 Winter's Block without starting semaphores Does not give out a token or tablet 85 Theobald's Train Key
8	(a) & (b)		Nizam's Guaranteed State	45	1	21 Experimental Dutton's 267 List und Morse's 28 Tappet 20 Key looking 3 Experimental	32	6 Tyer's Tablet 26 Tyer's double line block instruments
9	(a) to (f)		North Western State	578	318			1 Tyer's Tablet 1 Neal's Patent Voucher
10			Oudh and Rohilkhand State	182	110	103 List und Morse's 7 Experimental	2	
11			Assam Bengal	117				
12			Bengal and North Western	276				
13			Bengal Doars	29				
14			Bhavnagar Gondal Junagad Porbandar	64	2	Experimental 12 List und Morse's	6	2 Tyer's Tablet 2 Neal's 2 Theobald's Train Key
15			Burma	230	16	4 Experimental		
16			Deoghur	1				
17			Dibru Sadiya	18				
3	(b) & (c)	3' 3 3/4"	Eastern Bengal State	138	20	19 List und Morse's 1 Experimental List und Morse's	20	Tyer's Tablet.
8	(c)		Hyderabad Godavari Valley	47	41			
18			Jodhpur Bikaner	85				
19			Morvi	12				
6	(d) & (e)		Nalgiri and Shoranur-Cochin	29			12	6 Winter's Block with start- ing semaphores Does not give out a token or tablet 6 Theobald's Train Key 17 Tyer's Tablet
2	(g) to (m)		Rajputana Malwa	291	99	87 Sydney Jones' 12 Experimental	20	3 Experimental
20	(a) & (b)		Rohilkhand and Kumaon	47	1	Experimental 25 List und Morse's 5 Dutton's 3 Experimental	24	Winter's Block and Ticket issuing
21			South Indian	236	33			100 Winter's Does not give out a token or tablet 4 Theobald's Train Key
22			Southern Mahratta	243			104	
23			Udaipur Chitor	7				
24			Baraset Basirhat Light	11				
25			Barai Light	5				
26			Bukhtiarpore Behar Light	7				
27	(d)		Cooch Behar	9				
2	(n) & (o)		Cutch	2				
1	(b) to (e)		Gaekwar's Dabhoi and Rajpura	29	1	Country made		
9	(g) & (h)		Jabalpore-Gondia, Mourbhany, Parlak- medi Light and Raipur Dhamtari	49				
30			Khushalgarh Kohat Thal and Nowshera	21				
20	(c)	2' 6"	Dargu	20				
32			Kulla Simla	8				
33			Powayan Light	17				
6	(f)		Tarakeswar Magra Light	8				
35			Tezporo-Balipara Light	6				
5	(g)		Trinapattur Krishnagiri	11				
36			Darjeeling Himalayan	23				
37			Gwalior Light	18				
38			Howrah Amta Light	12				
			Howrah Sheekhala Light	8				
			Jorhat	8				
Total				4,523	1,116		969	

APPENDIX 27.

Coal and wood fuel consumed by each railway (by systems) and price paid per ton during the calendar years 1901 to 1905

Number	Ry system, vide App I	Calendar year	SOURCES OF SUPPLY		DESCRIPTION OF FUEL WITH ACTUAL QUANTITY CONSUMED AND COST PER TON									CONSUMPTION IN LBS (Calculated on the actual quantity of coal, and wood reduced in terms of coal at the rate of 1 ton of coal to 2½ tons of wood)				REMARKS		
			NAME (The name of the sources of supply is for coal only. Wood was supplied from various sources.)	AVERAGE DISTANCE CARRIED IN MILES (The distance is reckoned either from the sources of supply or from the places of delivery to several storages.)	FOREIGN COAL			INDIAN COAL			WOOD			Per train mile	Per engine mile	Per 1,000 freight ton miles	Per 1,000 gross ton miles			
					Quantity in tons	Cost per ton		Quantity in tons	Cost per ton		Quantity in tons	Cost per ton								
						Including freight	Excluding freight		Including freight	Excluding freight		Including freight	Excluding freight							
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	
							Rs	Rs		Rs	Rs		Rs	Rs						
	B C	{ 1901 1902 1903 1904 1905 }	Bengal	{ 162 162 162 162 162 }	Amalgamated with the Eastern Bengal State railway				{ 8,710 8,466 10,623 9,789 }	{ 6 20 6 27 6 00 5 67 }	{ 3 00 3 00 3 00 3 00 }				{ 52 05 51 47 51 10 51 24 }	{ 41 75 41 24 41 10 40 33 }	{ 1,283 43 1,368 09 1,278 70 1,113 51 }	{ 172 63 201 02 256 13 186 82 }		
1 (a)	B N	{ 1901 1902 1903 1904 1905 }	Bengal and Umarna	{ 331 321 283 228 219 }					{ 95,231 113,180 134,066 143,725 177,960 }	{ 6 26 4 29 3 71 5 52 5 16 }	{ 2 50 2 43 2 43 2 38 2 34 }		{ 103 206 219 237 }	{ 5 60 4 20 5 60 }	{ 57 99 59 84 65 95 67 05 71 81 }	{ 51 92 53 37 57 33 58 65 61 15 }	{ 826 90 759 43 775 46 754 78 618 19 }	{ 178 95 178 58 199 42 200 80 195 34 }		
1 (b)	J G L	{ 1901 1902 1903 1904 1905 }	Bengal	{ 603 617 620 }					{ 191 3,165 5,706 }	{ 7 68 10 31 10 18 }	{ 2 12 2 46 2 28 }					{ 64 30 56 20 54 33 }	{ 60 52 47 63 45 53 }	{ 1,135 83 1,178 53 983 05 }	{ 393 30 344 98 300 75 }	
1 (c)	M B	1905	Bengal	188					417	4 69	2 28					24 01	23 63	1,265 94	440 05	
1 (d)	P L	{ 1901 1902 1903 1904 1905 }	Bengal	{ 603 567 495 495 }					{ 350 362 361 354 }	{ 7 96 7 40 8 70 8 52 }	{ 2 37 2 12 2 46 2 28 }					{ 41 36 44 43 41 19 43 34 }	{ 39 06 42 06 42 38 40 30 }	{ 5,545 54 3,873 00 2,685 67 }	{ 664 51 627 00 512 19 }	
1 (e)	R D	{ 1901 1902 1903 1904 1905 }	Bengal	{ 481 460 463 442 442 }					{ 599 554 683 735 856 }	{ 8 06 6 41 6 07 8 12 7 95 }	{ 2 38 2 37 2 12 2 46 2 23 }					{ 22 70 23 31 26 61 29 43 30 89 }	{ 22 11 22 75 26 35 29 09 30 41 }	{ 1,232 31 1,266 15 1,486 37 1,168 36 1,091 26 }	{ 367 28 378 98 437 75 403 60 369 67 }	
2 (a) to (f)	B & C I	{ 1901 1902 1903 1904 1905 }	England, Bengal and Singapore	{ 133 128 121 129 148 }		{ 5 7,477 10,984 13,545 12,621 }	{ 27 00 20 00 19 33 19 62 16 87 }		{ 77,916 65,559 63,172 67,666 75,769 }	{ 16 13 15 93 14 56 12 92 12 53 }		{ 2 049 2 063 2,226 2,344 2,494 }	{ 3 80 3 27 3 00 3 00 3 06 }		{ 60 26 58 11 57 58 59 27 57 81 }	{ 51 16 48 99 48 16 49 22 48 43 }	{ 524 81 513 66 514 46 536 53 514 00 }	{ 155 57 154 30 148 09 152 36 149 83 }		
2 (n) & (o)	G D & R	{ 1901 1902 1903 1904 1905 }	England and Bengal	{ 1,245 1,039 1,417 1,246 1,384 }					{ 1,245 1,039 1,417 1,246 1,384 }			{ 54 24 70 83 207 }			{ 25 65 24 18 25 50 25 39 27 05 }	{ 25 48 24 02 25 17 25 12 26 90 }				
3 (a)	E B S	{ 1901 1902 1903 1904 1905 }	Bengal	{ 186 167 156 182 180 }					{ 65,477 67,891 69,266 63,974 90,396 }	{ 5 93 6 10 5 65 5 02 4 82 }	{ 2 80 3 48 2 81 2 30 2 48 }				{ 71 66 69 86 72 02 72 78 76 38 }	{ 51 09 49 57 50 20 49 11 53 59 }	{ 1,003 11 859 42 919 95 863 33 975 41 }	{ 226 09 209 53 212 73 206 85 232 28 }		
3 (b) and (c)	E B S	{ 1901 1902 1903 1904 1905 }	Bengal and Assam	{ 303 291 280 285 281 }					{ 40,271 42,838 47,247 49,391 48,602 }	{ 8 71 9 82 6 52 6 09 6 06 }	{ 3 69 5 14 3 78 3 75 4 32 }				{ 39 75 42 62 44 07 45 84 46 83 }	{ 32 18 31 31 35 65 36 77 36 52 }	{ 920 93 898 68 841 38 872 27 805 30 }	{ 229 47 235 43 229 44 231 02 227 73 }		
3 (d)	C B	{ 1901 1902 1903 1904 1905 }	Bengal and Assam	{ 407 85 72 75 }					{ 785 980 1,271 587 }	{ 10 69 9 86 9 45 9 77 }	{ 4 18 9 04 9 40 9 11 }				{ 29 95 23 76 26 36 17 53 }	{ 19 13 21 50 30 57 14 61 }				
	E O	1901	Transferred partly to the Bengal Nagpur and partly to the Madras railways																	
4	F I	{ 1901 1902 1903 1904 1905 }	Bengal and Umarna	{ 245 260 256 244 245 }					{ 474,034 431,247 476,581 463,271 505,916 }	{ 4 00 4 18 4 19 4 05 4 01 }	{ 1 91 1 96 2 00 1 97 1 92 }				{ 63 05 63 92 65 75 66 47 69 75 }	{ 50 47 50 76 51 97 51 66 52 07 }	{ 470 61 503 10 457 12 406 33 431 67 }	{ 164 71 161 42 151 16 137 59 145 77 }		

APPENDIX 27—contd

Coal and wood fuel consumed by each railway (by systems) and price paid per ton during the calendar years 1901 to 1905—contd.

Number	Ry. system, vide App I	Calendar year	SOURCES OF SUPPLY			DESCRIPTION OF FUEL WITH ACTUAL QUANTITY CONSUMED AND COST PER TON										CONSUMPTION IN LBS				REMARKS
			NAME (The name of the sources of supply is for coal only. Wood was supplied from various sources)	AVERAGE DISTANCE CAPTURED IN MILES (The distance is reckoned either from the sources of supply or from the places of delivery to several storages)	Coal Wood	FOREIGN COAL			INDIAN COAL			WOOD			(Calculated on the actual quantity of coal, and wood reduced in terms of coal at the rate of 1 ton of coal to 2½ tons of wood)					
						Quantity in tons	Cost per ton		Quantity in tons	Cost per ton		Quantity in tons	Cost per ton		Per train mile	Per engine mile	Per 1,000 freight ton miles	Per 1,000 gross ton miles		
							Including freight	Excluding freight		Including freight	Excluding freight		Including freight	Excluding freight						
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	
(a) to (c)	G I P	{ 1901 1902 1903 1904 1905 }	England Bengal Singareni Umaria Nerhudda and Warora	{ 318 294 327 304 304 }		303			381,380 425,936 456,794 463,917 453,414	8 57 8 38 8 47 8 39 9 20	6 18 5 08 6 07 6 45 7 37	4 349 4,515 4,439 5,117 4,896		2 62 3 81 3 01 3 08 3 51	66 60 66 70 68 43 68 91 67 43	57 86 58 11 59 65 60 50 59 09	764 21 719 69 798 03 776 00 755 75	198 21 193 63 206 32 205 09 200 52		
(d)	G I	{ 1901 1902 1903 1904 1905 }	Bengal and Mohanpani	{ 750 535 535 }					886 1,400 1,617 1,990 2,558						37 71 35 03 38 30 36 18 41 73	35 99 30 03 36 00 34 10 38 81				
(e) to (g)	M	{ 1901 1902 1903 1904 1905 }	England, Bengal and Singareni	{ 434 313 333 191 352 }	15 14 27 38 24	125 4	32 90 31 32	12 50 28 49	94,484 97,546 112,647 130,755 150,312	13 32 10 32 10 29 10 82 10 23	4 01 5 25 5 12 8 95 5 15	94,503 108,529 96,577 59,148 42,059	5 74 4 97 4 42 4 81 4 48	5 42 4 68 60 89 4 01 3 98	63 66 68 64 73 02 70 78 71 95	54 19 57 65 60 89 58 69 63 35	882 19 974 72 1,069 81 946 28 874 82	212 76 227 03 240 40 221 48 221 69		
(h) to (j)	N S C & T K	{ 1901 1902 1903 1904 1905 }	England, Bengal and Singareni	{ 328 241 658 148 207 }	16 18 21 21	1,510 1,875 1,662 2,430 2,547	38 03 31 67 29 00 25 35 21 38	12 50 *27 57 *29 17 *22 54 20 58	5 11 133 284	18 45 13 60 14 31 12 48	4 04 5 12 8 95 5 15	385 3 315 5,889 5 116 4,502	4 00 1 43 1 61 4 48 4 62	4 09 4 25 5 18 4 04 1 12	88 82 72 38 61 42 61 30 60 50	85 85 66 09 54 08 54 18 52 45	1,410 33 4,390 75 2,409 43 2,605 63 2,637 03	1,302 99 654 46 369 85 423 49 424 76	* Including sea freight from England	
(k) to (m)	S G H	{ 1901 1902 1903 1904 1905 }	Singareni	{ 102 103 172 132 84 }					29,307 30,215 26,967 26 276 24,900		4 60 4 66 4 50 4 40 4 68				63 54 67 00 61 02 61 03 57 30	54 15 56 75 51 91 50 87 49 19	587 37 567 37 547 72 523 22 516 05	174 91 173 81 160 05 158 74 154 58		
(n) to (p)	G H	{ 1901 1902 1903 1904 1905 }	Singareni	{ 321 341 347 347 291 }					13,851 14,442 14,610 14 309 16,696	7 19 6 98 10 00 9 82 8 90	4 40 4 86 6 62 5 56 4 76				41 08 40 12 39 66 40 86 40 50	37 73 36 11 35 55 36 85 35 70	1,189 82 1,026 21 1,031 61 986 72 825 63	231 26 219 62 217 01 205 73 204 96		
(q) to (s)	N W	{ 1901 1902 1903 1904 1905 }	England Bengal Dandot Bhaganwala and Khosht	{ 1838 7,206 1838 3,736 1838 11650 1838 }		11,074 7,206 19 00 11650 11,074 11,074		22 27 20 61 19 00 11 11 11	194,134 245,279 258,111 370,454 431,520	16 81 9 38 7 76 7 46 7 83	5 38 2 53 2 15 2 13 2 13	180,521 122,323 216 097 163,151 76,336	5 21 5 31 5 35		51 24 52 84 52 72 57 16 59 82	44 95 46 36 46 17 50 12 52 16	520 93 593 81 557 78 481 27 511 06	149 71 160 45 155 74 156 91 172 02		
(t) to (v)	K K F & N D III	{ 1901 1902 1903 1904 1905 }	Bengal and Dandot	{ 1838 1,235 2,788 2,731 2,726 }		12	11	11	407 1,235 2,788 2,731 2,726			97 160 192 270 132			27 25 26 75 25 16 21 34 19 72	21 71 22 32 21 45 17 83 16 08	1,821 89 2,072 39 2,362 43 1,882 21 1,243 44	310 27 318 41 245 46 335 28 301 98		
(w) to (y)	O R	{ 1901 1902 1903 1904 1905 }	Bengal	{ 528 674 595 603 603 }					92 868 98,775 108,049 119,278 131,445	10 39 9 38 7 76 7 46 7 83	2 47 2 53 2 15 2 13 2 13				51 04 51 68 54 81 55 39 59 17	43 60 44 36 46 99 47 68 50 26	784 95 819 01 849 59 791 59 919 40	172 47 173 31 177 85 179 43 192 1	(a) Bengal coal and Khosht Rs 11 03 and Rs 14 87	
(z) to (aa)	A B	{ 1901 1902 1903 1904 1905 }	Bengal and Assam	{ 106 105 120 120 156 }					10,781 18,661 15,682 22,837 31,778	10 22 9 25 7 92 7 61 7 43		1,627 2,715 1,918	1 72 1 57 1 45		39 09 43 52 43 06 43 89 47 04	32 95 37 21 36 78 36 02 38 93	734 11 1,011 99 903 35 913 92 1,063 16	184 88 223 73 245 24 235 17 265 00	(b) Bengal coal from Rs 1 04 to Rs 3 37 and Khosht and Dandot coal between Rs 6 08 and Rs 13	
(ab) to (ad)	B & N W.	{ 1901 1902 1903 1904 1905 }	Bengal	{ 228 252 250 248 250 }	27 25 25 18				58,173 71,210 87,632 97,633 97,126	5 49 6 11 5 61 5 51 5 55	3 19 3 04 2 73 2 41 2 43	3 823 2 766 4,733 1,147 303	3 95 4 22 4 28 4 65 4 65	3 95 3 95 3 95 3 95 3 95	39 33 38 09 49 95 52 62 47 86	33 67 33 16 41 73 43 32 33 26	713 59 821 31 825 63 830 78 850 35	203 14 210 21 225 02 228 20 222 97	(c) The figures against 1901 are for second-half only those for the first half are included with the North Western State railway	

APPENDIX 27—contd.

Coal and wood fuel consumed by each railway (by systems) and price paid per ton during the calendar years 1901 to 1905—contd

Number	Ry system, vide App I	Calendar year	SOURCES OF SUPPLY		DESCRIPTION OF FUEL WITH ACTUAL QUANTITY CONSUMED AND COST PER TON									CONSUMPTION IN LBS				REMARKS		
			NAME (The name of the sources of supply for coal only. Wood was supplied from various sources)	AVERAGE DISTANCE CARRIED IN MILES (The distance is reckoned either from the sources of supply or from the places of delivery to several storages)	FOREIGN COAL			INDIAN COAL			WOOD			(Calculated on the actual quantity of coal and wood reduced in terms of coal at the rate of one ton of coal to 2½ tons of wood)						
					Coal	Wood	Quantity in tons	Cost per ton.		Quantity in tons	Cost per ton.		Quantity in tons	Cost per ton.		Per train mile	Per on gmo mile		Per 1,000 freight ton miles	Per 1,000 gross ton miles
								Including freight	Excluding freight		Including freight	Excluding freight		Including freight	Excluding freight						Including freight	Excluding freight
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	
							Rs	Rs		Rs	Rs		Rs	Rs						
13	B D	{1901 1902 1903 1904 1905}	Bengal	*	{				2,789 2,496 3,023 3,174 3,652	15 84 12 33 11 22 10 60 10 67	2 75				49 97 49 16 31 35 30 14 30 52	41 10 33 92 29 83 28 05 28 78			*Prices are given at the place of delivery which is the place of storage	
14	B G J P	{1901 1902 1903 1904 1905}	Eng land, Bengal and Palana	{ 61 52 54 53 52 }		254 1,494 813 2 5	23 23 23 24 23 23 23 23 23 23		6,940 4,966 6,027 7,531 8,010	18 69 18 00 15 44 14 13 14 07		79 74 80 86 83	10 27 8 83 7 73 7 50 7 50		31 19 29 77 30 26 31 20 32 05	28 57 27 45 27 32 28 37 29 03	737 67 913 30 800 61 774 69 816 07	183 69 174 64 170 38 173 11 1,985		
15 (a)	B	{1901 1902 1903 1904 1905}	Eng land, Bengal and Barma	{ 131 120 109 128 150 }	{	3,114 968 599 348	26 75 21 36 21 22 21 21		70,376 62,124 72,740 78,634 95,711	14 88 12 57 10 63 10 47 10 33		43,302 55,474 66,406 52,977 28,903	3 53 3 95 3 81 4 54 5 06		54 67 52 32 51 93 49 98 50 38	44 74 42 54 42 70 41 42 41 49	1,013 12 972 47 1,087 55 981 89 959 94	289 08 2 55 40 2 58 16 240 27 237 11		
16	D	{1901 1902 1903 1904 1905}	Bengal	{ 118 100 393 501 }		Information not available														
17	D S	{1901 1902 1903 1904 1905}	Assam	*	{				4,834 4,616 3,983 4,638 5,012	8 50 8 50 8 50 8 50 8 50	8 50	21 26 12 10 4	2 36 2 03 2 56 1 71 2 22	1 23 2 00 1 67 1 71 2 22	45 54 51 61 13 67 51 63 49 79	30 08 36 75 29 46 33 39 32 06				
18	J B	{1901 1902 1903 1904 1905}	Bengal and Palana	{ 665 467 358 344 651 }						13,551 18,231 22,120 27,832 24,689	4 47 5 55 11 98 10 84 11 27	4 47 5 55 7 36 6 13 5 30	2,791 4,981 120 3 62 155	4 62 4 34 4 38 3 62 3 90	42 38 47 63 52 50 59 31 51 51	40 20 45 42 49 61 55 34 43 39	926 57 1,060 85 1,048 95 1,137 75 876 54	240 94 261 76 267 31 297 67 246 74		
19	M R W	{1901 1902 1903 1904 1905}	England and Bengal	{ 336 4386 29 4386 445 }	{	2	34 80	26 80	2,125 1,622 1,541 1,777 1,796	25 67 23 74 21 20 17 51 18 34	17 00 15 74 12 35 11 04 16 25	22 21 30 53 62	13 06 7 50 10 66 8 27 4 77	7 50 21 25 10 66 8 27 4 77	28 69 21 25 24 27 24 26 32 17	27 99 23 63 23 32 23 06 31 55			† This distance is by rail, the distance by sea is 637 miles	
20 (g) to (m)	R M	{1901 1902 1903 1904 1905}	Eng-land, Bengal and Singa rom	{ 720 722 725 792 780 }		260			118,778 113,360 95,225 109,754 134,200	18 23 16 57 15 79 14 39 14 15	6 84 5 74 6 03 4 20 4 03	2,900 2,183 2,615 2,481 2,055	5 00 5 00 5 00 5 00 5 00	5 00 5 00 38 03 32 62 32 74	39 17 34 62 31 93 32 62 32 74	34 49 34 62 31 93 32 62 32 74	415 75 447 79 174 48 496 98 485 11	160 57 164 80 161 48 169 95 171 85		
20 (a) & (b)	R & K	{1901 1902 1903 1904 1905}	Bengal	{ 677 677 677 606 605 }	{				1,106 2,068 1,792 1,719 8,942	14 65 13 52 11 46 13 63 11 03	3 54 2 56 2 37 3 00 2 35	16,302 17,503 17,105 10,673 8,923	3 24 3 18 3 27 3 47 2 94	28 26 32 00 30 91 32 25 43 29	22 93 25 98 25 25 26 28 34 79	614 42 631 90 613 37 637 13 794 75	172 87 188 86 173 58 183 90 237 60			
20 (c)	P W L	{1901 1902 1903 1904 1905}	Bengal	{ 655 1,440 1,226 1,400 1,303 }						24 11 03 2 35				3 05 3 26 21 31 3 59	21 03 19 03 17 81 20 39	19 91 17 81 19 96 19 41				
21	S I	{1901 1902 1903 1904 1905}	Bengal and Singa rom.	{ 60 63 62 63 81 }	{				55,120 53,273 60,096 68,680 72,314	13 25 13 11 12 18 11 40 11 39		1,343 10,732 10,516 11,235 9,477	4 50 5 01 4 91 4 99 5 01	34 59 36 44 37 71 38 21 36 90	31 66 33 19 31 23 31 79 33 74	893 48 892 47 774 08 849 61 802 70	201 19 209 97 205 48 213 52 200 51			

APPENDIX 27—concl'd.

Coal and wood fuel consumed by each railway (by systems) and price paid per ton during the calendar years 1901 to 1905—concl'd

Number	By system, vide App I	Calendar year	SOURCES OF SUPPLY			DESCRIPTION OF FUEL WITH ACTUAL QUANTITY CONSUMED AND COST PER TON										CONSUMPTION IN LBS				REMARKS
			NAME (The name of the sources of supply is for coal only Wood was supplied from various sources)	AVERAGE DISTANCE CARRIED IN MILES (The distance is reckoned either from the sources of supply or from the places of delivery to several storages)		FOREIGN COAL			INDIAN COAL			WOOD			(Calculated on the actual quantity of coal, and wood reduced in terms of coal at the rate of one ton of coal to 2½ tons of wood)					
				Coal	Wood	Quantity in tons	Cost per ton		Quantity in tons	Cost per ton		Quantity in tons	Cost per ton		Per train mile	Per engine mile	Per 1,000 freight ton miles	Per 1,000 gross ton miles		
							Including freight	Excluding freight		Including freight	Excluding freight		Including freight	Excluding freight						
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	
22 (a)	S M	{ 1901 1902 1903 1904 1905 }	England Singa- rena and Bengal	{ 481 402 351 72 316 }	{ 92 96 74 72 82 }	133	Rs 18 88	Rs 18 88	{ 35 582 38,506 38,492 40,327 43,125 }	{ 13 38 13 67 14 25 11 99 18 68 }	{ 5 00 5 25 8 10 8 30 8 95 }	{ 49,588 62,422 65,629 69,209 70,137 }	{ 5 70 5 64 5 44 5 32 5 86 }	{ 4 08 4 08 4 19 4 03 4 00 }	{ 38 41 39 11 40 71 37 79 37 01 }	{ 37 01 34 71 36 27 33 28 32 82 }	{ 818 19 804 00 803 68 710 39 718 13 }	{ 217 36 215 09 219 75 201 82 200 65 }		
22 (c)	V P	{ 1901 1902 }	Eng- land	*	*	{ 18 Inc	19 00 Inc	with	the South horn	Mahratta rail- way		4,693	4 62	4 50	46 42	45 48	1,160 83	296 80	* Prices are given at the place of delivery which is the place of storage	
23	C D	{ 1901 1902 1903 1904 1905 }	Bengal, Wairora & Moh- pani	{ 826 875 977 1,087 1,087 }					{ 862 893 863 701 762 }	{ 25 30 18 23 18 71 19 00 19 00 }	{ 12 0 4 62 3 65 2 25 2 25 }	{ 3 3 4 11 11 }	{ 9 30 4 36 7 00 7 00 7 00 }		{ 37 19 38 50 37 37 30 32 31 91 }	{ 34 79 36 02 35 02 28 51 29 85 }	{ 881 31 942 41 1,438 32 1,551 44 1,117 88 }	{ 180 15 192 23 207 76 185 59 167 86 }		
25	B L	{ 1901 1902 1903 1904 1905 }	Singa- rena	{ 441 441 441 441 441 }					{ 77 159 159 159 159 }	{ 14 50 5 50 5 50 5 50 5 50 }			{ 677 655 566 790 742 }	{ 4 19 5 00 4 97 6 19 6 19 }	{ 4 19 31 90 1 97 6 19 6 19 }	{ 34 26 31 14 40 75 51 89 101 85 }	{ 33 71 31 14 39 32 92 82 99 83 }	{ 1,782 86 664 00 664 00 664 00 664 00 }		
27	C	1905							123	17 25		2	21 50		64 16	64 16				
30	K S	{ 1901 1902 1903 1904 1905 }	Bengal	{ 1,021 1,018 1,016 1,016 1,016 }					{ 239 5,166 5,189 239 239 }	{ 20 00 21 00 17 50 20 00 20 00 }	{ 2 25 2 25 2 25 2 25 2 25 }	{ 114 43 43 43 43 }	{ 12 19 12 19 12 19 12 19 12 19 }		{ 46 13 69 16 71 18 46 13 46 13 }	{ 35 75 59 97 66 77 35 75 35 75 }	{ 7,984 93 6,500 13 6,500 13 7,984 93 7,984 93 }	{ 1,135 26 942 22 942 22 1,135 26 1,135 26 }		
32	B P	{ 1901 1902 1903 1904 1905 }	Bengal	{ 126 157 157 157 157 }					{ 963 979 960 1,083 1,128 }	{ 6 25 5 39 5 36 4 44 4 33 }	{ 3 30 2 75 2 92 2 03 1 56 }				{ 25 23 25 20 25 27 26 92 28 53 }	{ 23 72 23 92 21 10 25 37 26 92 }				
33	T B	{ 1901 1902 1903 1904 1905 }	Assam						{ 382 398 523 560 643 }	{ 13 49 13 50 11 81 13 0 13 50 }					{ 26 23 26 76 35 40 38 52 38 85 }					
35	D H	{ 1901 1902 1903 1904 1905 }	Bengal	{ 404 404 404 404 404 }					{ 3,052 3,422 4,685 4,697 5,025 }	{ 15 26 15 30 13 98 10 09 7 84 }	{ 3 12 3 12 3 12 2 50 2 25 }				{ 38 38 40 81 53 23 41 22 41 68 }	{ 38 38 40 81 53 23 40 83 44 68 }				
38	J	{ 1901 1902 1903 1904 1905 }	Assam	{ 9 11 12 12 12 }					{ 773 890 564 773 773 }	{ 13 76 13 61 13 61 13 76 13 76 }	{ 13 62 13 62 13 62 13 62 13 62 }				{ 33 15 34 61 35 90 33 15 33 15 }				† Excluding the Bakh- tarpore Behar, Bana- ghat Krishnagar, Thaton Dayinzalk, Howrah Amta and Howrah Sheekhah Light railways.	
	TOTAL	{ 1901 1902 1903 1904 1905 }							{ 13,248 21,469 17,696 13,248 21,469 }										‡ Excluding the Bakh- tarpore Behar, Bana- ghat Krishnagar, Thaton Dayinzalk, Howrah Amta and Howrah Sheekhah Light railways.	
									{ 2,447,341 2,668,424 \$										§ Excluding the Deo- ghur and Baraset Basirhat, railways and the railways named in the remark marked with †	

APPENDIX 28.

Coal mined in India during the calendar years 1885 to 1905

YEARS	QUANTITY MINED IN EACH PROVINCE												Quantity of Indian coal consumed by railways in India	QUANTITY OF INDIAN COAL EXPORTED BY SEA		QUANTITY OF FOREIGN COAL IMPORTED INTO INDIA	
	Bengal	Central Provinces	Assam	Central India	Nizam's territory	Punjab	Rashmir	Baluchistan	Rajputana (Bikaner)	Madras	Burma	Total		To Indian ports excluding Burma	To ports outside India including Burma	From United Kingdom	From other countries
	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons
1885	1,123,700	119,116	13,707	7,698								1,294,221	486,716		500	778,643	40,659
1886	1,166,802	117,287	70,850	13,539								1,388,487	470,075		199	698,482	44,652
1887	1,319,000	125,981	89,802	15,197	3,259	7,523		411				1,564,063	488,774		315	786,149	43,010
1888	1,380,591	157,768	101,528	41,580	13,382	11,249		3,802				1,708,903	551,770	Information is not available	15,796	785,776	20,463
1889	1,541,306	141,460	116,676	52,956	59,616	22,835		8,238				1,916,172	715,240		39,972	717,024	52,180
1890	1,626,245	137,021	115,703	77,812	125,196	40,677		15,541				2,168,521	654,829		26,336	631,725	21,807
1891	1,747,122	141,736	154,208	69,741	111,663	60,714		10,363		20		2,328,577	797,142		4,515	726,069	17,344
1892	1,920,000	132,005	164,000	88,623	119,601	66,352		13,284		61	3,670	2,537,696	885,492		15,725	628,374	23,123
1893	1,902,866	135,118	164,420	91,318	157,121	77,291		20,091		502	9,938	2,562,001	924,900		52,302	616,819	18,066
1894	2,037,931	140,905	169,118	132,837	210,320	66,467		21,753		1,637	12,111	2,823,907	1,062,748	143,813	154,982	675,043	57,112
1895	2,716,155	122,776	172,717	118,479	292,915	72,403		25,458		1,737	17,289	3,510,019	1,119,621	162,276	211,407	773,675	15,458
1896	3,037,900	141,185	177,259	115,356	262,071	79,017		26,257			22,993	3,863,698	1,182,051	399,812	191,030	524,420	93,212
1897	3,142,497	131,629	185,533	121,778	365,500	92,792		12,043			11,472	4,066,291	1,328,120	731,742	399,979	210,257	47,016
1898	3,622,090	119,709	200,829	131,726	394,622	85,862		13,372	511		6,975	4,608,196	1,118,211	737,689	190,290	297,076	34,200
1899	4,035,965	156,576	225,623	164,569	401,216	81,835		15,822	4,219		8,100	5,093,260	1,560,771	672,311	467,306	406,451	112,064
1900	4,978,492	172,812	216,736	161,459	469,291	71,083		23,281	9,250		10,228	6,118,692	1,805,061	1,030,709	711,874	91,710	43,939
1901	5,487,585	191,516	251,100	164,362	421,218	67,730		24,656	12,091		12,466	6,635,727	1,956,631	1,157,892	845,953	112,519	79,108
1902	6,259,236	196,981	221,096	171,538	455,424	55,373	1,060	33,889	16,503		13,302	7,124,402	2,091,902	974,602	729,316	193,574	20,773
1903	6,361,212	159,151	239,328	197,277	362,733	43,704	999	46,909	21,764		9,706	7,438,386	2,203,889	1,235,318	723,873	133,711	30,429
1904	7,067,680	139,027	266,765	185,771	419,516	45,594	270	49,867	45,078		1,105	8,216,706	2,417,811	1,447,867	893,885	174,705	79,169
1905	7,212,753	147,265	277,065	157,701	454,291	62,622	*	40,762	12,061			8,425,431	2,668,424	1,635,263	1,141,660	147,735	50,024

* Information not available

APPENDIX 29.

State Collieries worked by Railway Companies or by the State.

PARTICULARS	KURHURDAREE AND SERAMPORE		WARORA		DANDOT		KHOSI		HARANPUR PRESSD FUEL FACTORY		REMARKS	
	1904	1905	1904	1905	1904	1905	1904	1905	1904	1905		
Name of owner	East Indian railway		State		North State Western railway		North State Western railway		North State Western railway			
Capital outlay	Rs	21,30,572	22,34,832	14 15,597	13,24,899	1,94,753	2,13,486	3,25,462	3,05,815	85,002	80,701	East Indian railway — Capital outlay is approximate and is made up of the purchase money, Rs 3,05,154, which represents half the original cost of buildings, plant, etc., paid to the East Indian Railway Company on valuation, and the capital expenditure incurred from 1st January 1880
Output	Large coal Tons	469,425	5,12,150	87,052	93,306	19,971	28,624	4,313	4,959			
	Small coal Tons	33,736	19,226	25,267	29,709	674	25	455	296			
	Slack coal. Tons	82,303	86,628			10,358	14,513	33,806	28,885			
	Total Tons	585,464	6,18,004	1,12,319	1,23,015	31,003	43,162	38,574	34,140	5,659	6,162	Warora — The decrease in the capital outlay in 1905 was due to certain credits, owing to a write back under stores, manufactures and other heads
Quantity issued	Tons	597,203	6,27,020	1,12,319	1,22,843	31,003	43,162	38,574	34,140	5,659	6,162	Khosi — The decrease in the capital outlay in 1905 was due to heavy issues of stores from reserve stock.
Gross earnings	Rs	10,61,310	11,20,809	5,50,702	5,67,546	2 01,048	3,25,404	3,42,710	3,01,444	56,500	68,426	Haranpur — The decrease in the capital outlay in 1905 was due to the small charge for capital outlay being exceeded by annual depreciation
Working expenses	Rs	10,61,310	11,20,809	3,78,606	3,80,477	2,27,549	3,21,843	3,06,382	2,93,050	63,775	67,075	
Net earnings or loss	Rs			1,77,006	1,87,069	—26,501	3,561	36,328	8,394	—7,185	1,351	
Percentage on capital				12 50	14 12		1 66	11 16	2 75		1 67	
Average number of persons employed daily		8,281	8,370	1,040	937	1,229	1,360	705	719	14	7	
Number of tons raised per person employed		70	74	108	125	25	32	55	48	1	2	
Number of persons killed		2	1	2			1	3	5			
Number of persons injured		27	10	3	4	7	4		1			

APPENDIX 30

Accidents and casualties to trains on railways treated as one System during the Calendar years 1904 and 1905

DESCRIPTION	Accidents reported to Local Governments under section 83 of the Indian Railway Act, IX of 1890 i.e., serious accidents		Other accidents		Total number of accidents		NUMBER OF PASSENGERS AND OTHERS (Figures in italics were not passengers)				NUMBER OF SERVANTS				TOTAL OF ALL CLASSES			
							Killed		Injured		Killed		Injured		Killed		Injured	
	1904	1905	1904	1905	1904	1905	1904	1905	1904	1905	1904	1905	1904	1905	1904	1905	1904	1905
1 Collisions between passenger trains or parts of passenger trains	4	5	2	4	6	9			3	30			1	5			4	35
2 Collisions between passenger trains and goods or mineral trains, engines and vehicles standing foul of the line	24	20	59	31	83	51	7	1	40	63	3	1	11	24	10	2	51	87
3 Collisions between goods trains or parts of goods trains	11	11	45	57	56	68		1	4	4	1	1	9	36	1	2	9	40
4 Collisions between light engines	4	3	33	32	42	35						2	4	5		2	4	5
5 Passenger trains or parts of passenger trains leaving the rails	82	74	47	84	129	156			1	5				10			1	15
6 Goods trains or parts of goods trains, engines, etc., leaving the rails	9	7	377	365	386	372	1				7		8	5	8		8	5
7 Trains or engines travelling in the wrong direction through points	11	9	118	83	159	97			11	17	2		10	6	2		21	23
8 Trains running into stations or sidings at too high a speed	4	5	24	27	28	32				7	2		1	3	2		1	10
9 Trains running over cattle on the line	17	14	8,248	3,274	3,265	3,288			1	6	2	1	15	2	2	1	16	8
10 Trains running over obstructions on the line	18	15	139	165	157	180	1	1	1	7	5	1	2	1	3	6	9	6
11 Trains running through gates at level crossings	3	1	38	27	41	28												
12 The bursting of boilers of engines			2	2	2	2												
12 (a) The bursting of tubes, etc., of engines		1	307	298	307	299												
13 The failure of machinery, springs, etc., of engines	4	3	976	813	940	816					1	2	1		1	2	1	
14 The failure of tyres			13	13	13	13												
15 Ditto of wheels	1		14	7	15	7												
16 Ditto of axles	16	10	51	59	67	63	1		3						1		3	
17 Ditto of brake apparatus	1		7	4	8	1												
18 Ditto of couplings	5	2	370	330	375	332			2				1	5			3	5
19 Ditto of tunnels, bridges, viaducts, culverts, etc.	2			4	2	4												
20 Broken rails		1	121	158	124	159								1				1
21 The flooding of portions of permanent way	20	39	75	106	95	145												
22 Slips in cuttings or on bankments	21	7	39	55	60	62	1		14		2	2		1	3	2	14	1
23 Fire in trains	3	2	169	209	172	211		1	1	1					1	1	1	
24 Fire at stations, or involving injury to bridges or viaducts	6	2	48	57	54	59	2	1	1				2	1	2	1	3	1
25 Other accidents	34	18	515	605	549	623	3		7	17	3	5	38	9	6	5	51	26
TOTAL	300	219	6,805	6,874	7,105	7,123	11	3	83	140	23	15	103	115	40	23	201	270

Numerical return of servants of all races employed on each railway system (open lines only) and

NUMBER		RAILWAY SYSTEM	NUMBER OF SERVANTS EMPLOYED							
			Europeans		Europeans		Natives		Total	
Main head	Sub head		1901, Revised	1905	1901, Revised	1905	1901, Revised	1905	1901, Revised	1905
1		Bengal Nagpur	301	417	612	754	21,842	23,757	22,815	21,958
2	(a) to (f) & (n) & (o)	Bombay, Baroda and Central India	233	237	263	271	15,212	15,783	15,713	16,291
3		Eastern Bengal State	304	333	430	405	22,691	26,757	23,425	27,495
4		East Indian	1,447	1,506	902	1,026	70,057	76,497	72,406	79,029
5		Great Indian Peninsula	1,047	1,103	983	998	60,193	65,617	62,223	67,718
6		Madras	278	263	1,586	1,616	23,353	21,886	25,217	26,270
8		Nizam's Guaranteed State	84	72	355	382	7,403	7,634	7,812	8,088
9		North Western State	870	888	602	718	57,418	61,600	58,930	63,266
10		Ondh and Robilkhand State	283	317	233	359	20,419	21,273	20,995	21,949
11		Assam Bengal	81	85	104	95	5,556	5,771	5,741	5,954
12		Bengal and North Western	165	166	199	195	18,405	20,023	18,769	20,833
13		Bengal Doonars	5	4	6	4	874	1,170	885	1,178
14		Bhavnagar Gondal Junagad Porbandar	11	9	26	30	2,663	2,681	2,700	2,720
15		Burma	207	209	634	616	13,858	13,673	11,229	11,498
16		Deoghur			1	1	60	66	61	67
17		Dibra Sadia	9	9			967	953	976	992
18		Jodhpur Bikaner	14	11	4	6	3,310	3,510	3,323	3,532
19		Morvi	1	1	2	2	490	383	493	391
2	(g) to (m)	Rajputana Malwa	439	444	519	489	24,599	28,072	25,157	29,005
20		Rohilkhand and Kumaon	23	27	17	10	3,150	3,450	3,190	3,496
21		South Indian	157	157	683	748	14,832	15,928	15,677	15,933
22		Southern Mahratta	186	188	433	422	14,180	15,003	11,810	15,613
23		Udaipur Chitor	2	2			356	363	358	370
24		Barasat Basirhat Light				1		169		170
25		Barsi Light	1	2	2	4	184	176	187	184
26		Bulharpur Behar Light	1	1			102	111	103	112
27		Cutch		1				55		56
30		Kalka Simla	16	16			347	312	363	323
32		Tarakeshwar Magra Light			1	1	223	225	224	226
33		Tezporo Balipara Light	2	2	2	2	180	183	184	192
35		Darjeeling Himalayan	18	24	14	10	957	865	1,019	899
36		Howrah Amt's Light	4	5	1	1	359	370	364	376
37		Howrah Sheekhala Light					90	104	90	104
38		Jorhat	1	1			247	214	218	215
TOTAL			6,230	6,535	8,749	9,175	404,143	436,348	419,172	452,058

DIX 31.

the amounts deposited by them in the Provident Fund at the close of the Calendar year 1905

AMOUNT DEPOSITED IN PROVIDENT FUND						REMARKS
Number of depositors		Amount at credit on the 31st December 1905				
Voluntary.	Compulsory	Voluntary	Compulsory	Bonus given by the Railway	Total to depositors' credit	
		Rs	Rs	Rs	Rs	
400	3,804	1,43,031	10,17,338	7,44,426	19,04,795	Excludes the Provident Fund transactions of the Godhra Rutlam Nagda railway which are included with those of the Rajputana Malwa railway
	2,924		20,03,108	16,18,531	36,21,642	
150	5,162	26,112	12,77,167	11,55,265	24,58,544	Amounts under voluntary and compulsory deposits and bonus given by the railway are not available
6,823	10,108	.			1,33,35,230	
3	7,793	947	95,40,124		95,41,071	The bonus given by the railway is included in the amount at the credit of voluntary and compulsory depositors
101	6,099	1,24,300	17,31,719	13,96,788	32,52,807	
	1,407		5,51,048	4,87,894	10,38,942	
433	7,996	91,838	32,50,164	29,05,735	62,47,737	
131	8,219	28,995	8,97,811	7,58,954	16,85,760	.
						.
	1,112		2,40,315	1,36,551	3,76,866	
9	2,909	61,940	8,02,610	7,50,722	16,15,272	
	148	.	26,015	20,104	46,119	
153	480	37,259	1,85,705	1,37,814	3,60,778	
	2,934		8,60,422	6,80,061	15,40,483	
34	358	7,953	82,382	73,073	1,64,008	
*	*	*	*	*	*	* Information not available owing to destruction of records by fire
1	450	119	1,53,647	1,29,491	2,83,257	
14	3,208	4,873	11,40,615	6,30,851	17,76,339	
	3,549		12,43,048	6,18,840	18,61,888	
	32		6,495	2,920	9,415	
	14		262	208	470	
	15	.	997	757	1,754	
	128		1,27,681	69,114	1,96,795	
	85		10,159	4,692	14,851	
	18		2,019	1,107	3,126	
10	26	1,078	6,533	3,512	11,123	
8,263	63,278	5,28,445	2,51,57,384	1,23,29,013	5,13,49,072	

APPENDIX 32.

Number of men enrolled in Railway Volunteer Corps on the 31st December 1905

NUMBER		Corps	ENROLLED STRENGTH					Total number of Europeans and Indian servants on open lines of railway	Sergeant Instructors furnished by the Army	REMARKS
			EFFICIENTS			Non-efficient	Total number of volunteers of all nationalities in corps, including servants on construction work.			
			Officers	Non Commissioned officers	Volunteers					
Main head.	Sub-head									
1		Bengal Nagpur	29	155	1,003	14	1,201	1,201	10	
2	(a) to (f) & (n) & (o)	Bombay, Baroda and Central India— First Battalion, Bombay, Baroda and Central India Railway Volunteer Rifles	16	63	513	8	600	508	5	
3		Eastern Bengal State	21	93	543	8	670	738	4	
4	"	East Indian	65	164	1,894	18	2,141	2,532	18	
5	"	Great Indian Peninsula— First Battalion, Great Indian Peninsula Railway Volunteer Rifles	49	182	1,234	21	1,486	2,101	13	
6		Madras	45	191	1,227	30	1,493	1,884	12	
8		Nizam's Guaranteed State— Hyderabad Volunteer Rifles	8	30	187	14	239	454	3	
9		North Western State	44	133	1,061	33	1,271	1,606	12	
10	"	Oudh and Rohilkhand State— Oudh and Rohilkhand Railway Volunteer Rifles	13	46	404	4	467	676	4	
		Oudh and Rohilkhand Railway Reservists	2	4	49		55			
		Oudh Light Horse		1			1			
11		Assam Bengal	17	31	225		273	180	3	
12		Bengal and North Western— Bengal and North Western Railway Volunteer Rifles	21	50	253	5	335	561	5	
		United Provinces Light Horse, Gorakhpur Squadron	2	5	30		37			1
14		Bhavnagar-Gondal Junagadh Porbandar— First Battalion, Bombay, Baroda and Central India Railway Volunteer Rifles, F Company	1	6	23		35	39	1	
15		Burma	33	87	532	1	653	825	9	
19		Norvi— First Battalion, Bombay, Baroda and Central India Railway Volunteer Rifles, F Company				2	2	3		
3	(g) to (m)	Rajputana Malwa— Second Battalion, Bombay, Baroda and Central India Railway Volunteer Rifles	30	78	660	2	770	933	11	
20	"	Bombay and Central India Railway		2	31		33	46		
21		South Indian	21	78	481		580	905	8	
22		Southern Mahratta	19	137	467	4	627	610	6	
23		Udaipur Chitor— Bombay, Baroda and Central India Railway Volunteer Rifles	1	1			3	2		
32		Tamil eswar Nagra— East Indian Railway Volunteer Rifles			1		1	1		
35		Darjeeling Himalayan— Northern Bengal Mounted Rifles, "A" and "B" Troops	1	3	12		16	84	1	
TOTAL			478	1,545	10,844	162	12,929	15,639	125	

APPENDIX 33

Strength and cost of the Police force on each Railway system (open lines), and the amount of compensation payments on account of claims for goods lost or damaged for the Calendar year 1905

NUMBER		RAILWAY SYSTEM	Subordi- nate officers	Consta- bles and men	PORTION OF THE TOTAL ANNUAL COST BORNE BY THE RAILWAY				Cost of force to the railway per mile open	Compen- sation payments on account of claims for goods lost or damaged	REMARKS
Main head	Sub head				Supervi- sion	Consta- bles and men	Contingencies	Total cost of force to the railway			
			Average No	Average No	Rs	Rs	Rs	Rs	Rs	Rs	
1		Bengal Nagpur .	13	787	17,741	50,586	4,107	72,137	96 68	97,571	
2	(a), (c) to (f) & (n) & (o)	Bombay, Baroda and Central India	23	668	27,671	63,037	5,339	96,047	111 89	19,250	
3		Eastern Bengal State	95	851	1,192	55,696	116	54,004	46 15	81,755	
4		East Indian .	68	1,978	59,669	1,35,407	39,414	2,38,890	104 62	61,788	
5		Great Indian Peninsula	64	1,621	61,075	1,35,525	20,203	2,16,803	72 53	1,01,327	
6		Madras	22	730	15,279	83,300	10,529	1,14,108	75 31	4,462	
8		Nizam's Guaranteed State	3	350	17,449	44,253	2,487	64,219	86 46	889	
9		North Western State		1,520		1,19,520	783	1,44,003	35 27	48,155	
10		Oudh and Rohilkhand State	15	649	8,072	45,553	2,459	56,114	44 56	17,563	
11		Assam Bengal	3	223	2,253	16 852	1,106	20,211	26 07	3,232	
12		Bengal and North Western	20	609	3,228	53,718	1,686	57,632	39 29	4,260	
13		Bengal Doonars		9		944		944	6 17	1,319	
14		Bhavnagar Gondal Junagad Por- bandar	26	123	16,787	11,451	6,477	34,715	76 29	843	
15		Burma	92	469	20,674	73,533	17,241	1,11,448	83 16	7,501	
18		Jodhpur Bikaner	3	45	1,780	3,906	266	6,012	7 22	689	
2	(b) & (g) to (m)	Rajputana Malwa	122	615	38,639	85,025	6,959	1,30,623	59 64	27,104	
19		Morvi . . .	3	12	772	1,332	596	2,600	29 00	96	
20		Rohilkhand and Kumaon	11	148	1,055	12,230	1,649	14,934	51 40	1,836	
21		South Indian .		243	45,918	14,967		60 885	44 98	4,672	
22		Southern Mahratta	14	727	17,298	72,226	6,796	96,320	53 58	7,036	
25		Barsi Light . .	1	4	106	537	47	740	26 49	44	
27		Cuteh . . .		4		26		26	2 23		
30		Kalka Simla . .	1	44	1,213	1,908	149	3,270	55 01	498	

APPENDIX 34

Transactions of the Fine Funds for the Calendar year 1905

NUMBER		RAILWAY SYSTEM	ASSETS				DISBURSEMENTS						Balance on 31st December 1905
Main head	Sub head		Balance on 31st December 1904 (Revised)	Fines and bonus for forfeited during 1905	Interest on balance	Total	Hospital for sick on poynts	Compassionate allowances	Schools	Recreation clubs	Miscellaneous	Total	
			Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs
1		Bongal Nagpur	23,974	17,922	776	42,672			950	4,035	8,969	13,954	28,718
2	(a), (c) to (f) & (n) & (o)	Bombay, Baroda and Central India	10,665	3,550	420	14,635	120	1,640	7,500	1,956	352	11,568	3,267
3		Eastern Bengal State	7,061	20,784	304	28,149		745	3,013	5,515	6,478	15,751	12,393
4		East Indian	1,11,876	24,844	3,676	1,40,396			2,684	1,811	29,056	33,551	1,06,845
5		Great Indian Peninsula	5,431	17,855	257	23,583		1,606	873	1,250	2,343	6,072	17,511
6		Madras	1,07,674	9,859	4,157	1,21,690		6,073	140	141	8,358	14,712	1,06,978
8		Nizam's Guaranteed State	7,029	2,719	217	9,965			70		485	555	9,410
9		North Western State	15,849	18,791	547	35,187	100	443	5,454	10,250	1,439	17,741	17,446
10		Oudh and Rohilkhand State	12,090	5,183	447	17,720		19	5,204	360	3,828	9,411	8,309
11		Assam Bengal	11,763	9,230		20,993		1,372	175	3,335	6,449	11,331	9,662
12		Bengal and North Western	79,704	17,402	1,032	98,138			831	3,149	3,779	7,759	90,379
13		Bengal Doars	900	1,014	42	1,956				338		338	1,618
14		Bhavnagar Gondal Junagad Porbandar	5,864	1,112	178	7,154		48	260	198	528	1,084	6,120
15		Burma	11,151	15,543		26,694			2,683	3,523	12,769	18,980	7,714
18		Jodhpur Bikaner	5,625	2,007		7,632			114	702	6	822	6,810
2	(b) & (g) to (m)	Rajputana Malwa					Information not available owing to destruction of records by fire						
19		Morvi	1,485	112		1,597		48				48	1,549
20		Rohilkhand and Kumaon	24,309	5,264	682	30,455		300		607		907	29,543
21		South Indian	1,55,751	7,123	4,300	1,67,269		1,820	386	14,749	1,303	18,258	1,49,011
22		Southern Mahratta	962	3,907	23	4,892	100		306	1,895	275	3,126	1,766
23		Udaipur Chitor	302	47		349							349
24		Barnet Basirhat Light		72		72					72	72	...
26		Bukhtiarpore Behar Light		9		9					9	9	.
30		Kalka Simla	255	305		560					13	13	547
32		Tarakeshwar-Magra Light		19		19	19					19	...
33		Tezpor-Balpara Light		36		36			20			20	16
35		Darjeeling Himalayan	145	153		298				100	2	102	196
36		Howrah Amta Light		166		166					166	166	
37		Howrah Sheekhala Light		26		26					26	26	.
38		Jorhat	392	90	12	494					120	120	374

APPENDIX 35.

Railway and Railway Aided Schools at the close of the Calendar year 1905

Main head Sub head		NUMBER	RAILWAY SYSTEM (vide APPENDIX I)	RAILWAY SCHOOLS										Expon diture	RAILWAY AIDED SCHOOLS					REMARKS
				Number of schools	ATTENDANCE		Apprentices and workmen		CONTRIBUTIONS						Number of schools	AVERAGE DAILY ATTEND- ANCE		RAILWAY GRANT		
					Children	Aver age daily nt tend- ance	Number on the rolls	Aver age daily at tend- ance	By Gov ern ment	By Railway		By school fees.	Total			Chil dren	Apprentices and workmen	From Revo nue	From Fine Fund	
										From Reve nue	From Fine Fund									
Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs			
1			E N { European	5	210	172			3,055	3,300	60	4,125	11,130	10,486	4	295		600		
			{ Native	3	231	191			196	900	300	668	2,064	2,350						
2	(a) to B, { European			3	119	81	4	4	1,491	4,020		2,649	8,160	7,777	18	59		3,258	7,500	
	(f) & B, { Native			2	18	12	21	18	153	600		237	990	924						
	(u) & C I																			
3			E BS { European												5	127	8	2,161	2,161	
			{ Native	5	98	64	252	67		1,129			1,129	1,129	13	585		752	852	
4			L I { European	18	850	769	62	52	13,816	27,277		79,849	1,20,942	1,15,424	2	57		1,387		
			{ Native	67	2,620	1,726	2,966	1,065	3,264	2,636	2,507	15,341	23,743	24,676	1	296			177	
5	(a)		G LP { European	5	223	189			2,769	12,282	642	2,490	13,183	13,183	8	109		3,619	15	
			{ Native												11	535		2,040		
5	(b) to I M { European			2	114	75				7,123	216	984	8,323	8,323						
	(f)		{ Native												2	79		270		
6			M European	9	436	363			4,592	16,732	115	4,321	25,760	26,781	9	161		3,953	25	
8	(a) N G { European			1	59	50				1,604		485	2,089	1,227	3	131		510		
	(b) S. { Native			1	64	47	6	3		996		158	1,154	993	6	377		540	70	
			{ European	2	72	54	32	21	2,066	1,027	353	721	5,067	5,234	19	489		14,617	2,678	
9			N W { European																	
			{ Native	24	104	86	2,309	577		5,834	98	313	6,245	4,916	3	258	2	2,729	498	
10			O & R { European	4	50	43	38	35	876	940	1,796	1,260	4,872	3,612	15	56		4,603	2,306	
			{ Native	3			76	19		322	124		446	446	3	134			978	
11			A B European	1	24	29			249	1,200	175	131	1,755	1,645						
12			B & N { European	2	62	53			1,255	1,800	831	894	4,780	3,963						
			{ Native												2	64		324		
13			B D Native												1	17		120		
14			B G J { European	1	11	9				996	260	197	1,453	1,241						
			{ Native	2	91	72				584		242	826	657						
15			B { European	3	66	54	23	20	2,177	81	681	1,378	4,317	3,928	17	35		272	272	
			{ Native	3	218	177	18	*20	2,534	605	1,420	3,220	7,779	6,510	17	43		310	310	
17			D S Native	1	72	65				300		699	999	1,754						
18			J B Native	1	12	9					114		114	114						
8	(c)		H G V { European	1	23	11				420		110	530	357						
			{ Native												1	36		120		
2	(g) to R M { European			8	181	154	97	85	2,260	5,889	1,851	3,726	13,726	13,580	1	69		180		
	(m)		{ Native	6	316	263	72	65	960	901	1,232	2,360	5,453	5,368	1	83			554	
21			S I { European	4	154	89			991	4,196	386	721	6,294	4,490						
			{ Native	1	58	54			111	426		213	700	461						
22			S M { European	8	207	168			911	6,011	30	1,779	8,731	8,301	7	376			550	
			{ Native	6	144	110	98	34	133	1,056	180	1,422	2,796	2,479	1	111			96	
33			T B Native	1			32	16		109	20		129	129						
5	(g)		G L Native												1		17	240		
			Total	203	6,907	5,244	6,106	2,104	43,864	111,186	13,981	1,30,693	3,00,734	2,87,458	171	4,582	27	42,640	19,042	

In addition to these grants from the Fine Land and the North Western State railway also contributed Rs 1782 for the 'Oakgrove School' at Massoorie and Rs. 45 to the Cathedral Orphanage, Lahore

* The average daily attendance is more than the number on the rolls owing to the numbers on the rolls having been more during the year than that on the 31st December 1905

APPENDIX 38

History of open lines of railways, and of lines under construction or sanctioned for commencement, on the 31st December 1905

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APPENDIX 38

History of railways constructed and in progress.

[For Index see page 106]

Number ^{Main head I} Sub heads (a) to (g) **BENGAL-NAGPUR RAILWAY SYSTEM—**

Lines comprising the system.—The Bengal-Nagpur railway system is made up of—

	Open line	Under construction or sanctioned for construction	Total
	Miles	Miles	Miles
(a) { Bengal Nagpur railway (5' 6" gauge)	1,377 83	29 89	1,407 72
East Coast (State) railway, Northern section (5' 6" gauge)	311 93		311 93
(b) Jubbulpore-Gondia Extension, Bengal Nagpur railway (2' 6" gauge)	228 77	61 26	290 03
(c) Mourbhanj railway (2' 6" gauge)	32 41		32 41
(d) Parlakmeda Light railway (2' 6" gauge)	24 62		24 62
(e) Raipur Dhamtari branch, Bengal Nagpur railway (2' 6" gauge)	56 24		56 24
(f) Gondia Chanda (2' 6" gauge)		212 40	212 40
(g) Purulia Ranchi (2' 6" gauge)		72 28	72 28
Total	2,031 80	375 83	2 407 63

Running powers—*Home line over Foreign lines —*

At Katni, East Indian railway	} for passenger and goods trains	{	Miles
At Asansol " " "			0 30
At Howrah " " "			0 50
At Nagpur, Great Indian Peninsula railway			1 00
Waltair to Vizagapatam, including wharf and swamp lines, Southern section, East Coast (State) railway	} for passenger and goods trains		{ 0 65
			4 97
Total			7 42

Foreign line over Home line —

Groat Indian Peninsula railway at Katni (for passenger trains only)	1 60
---	------

1 (a) Bengal-Nagpur railway (5' 6" gauge)—**Details of construction—**

The open mileage of the Bengal-Nagpur railway, 5' 6" gauge, amounts to 1,689 76 miles, which may be divided into (1) *Bengal-Nagpur railway proper*, main line (Asansol to Nagpur), 626 83 miles, branches, 751 miles, and (2) *Northern section of the old East Coast (State) railway*, main line (Barang to Waltair), 281 75 miles, branch, 27 18 miles. Of this 68 78 miles are double line. There are under construction 29 89 miles of single line, and 4 16 miles of main line are in course of being doubled.

The construction of the first portion of the main line, Asansol to Nagpur, was sanctioned in 1884 and opened through in 1891. The Simi-Howrah section was opened in 1900.

Permanent-way—The line is laid with 75-lb and 85-lb steel rails on transverse wooden, steel and cast iron pot sleepers.

Ballast—The line is ballasted throughout with stone, except for a few miles on the Chakardharpore district where laterite is used.

Fencing—The line is fenced only between Nagpur and Kamptee and at the more important stations, also at some of the station yards and first class level crossings on the Barang-Waltair section.

Curves—On the main line there are no curves sharper than 1,000 feet radius.

Gradients—The ruling gradient between Asansol and Nagpur, and Bilaspur and Katni is 1 in 100, between Simi and Khargpur, 1 in 125, between Khargpur and Waltair, 1 in 150, between Khargpur and Howrah, and Khurda Road and Puri 1 in 200, and between Midnapore and Bhojudih, 1 in 200 in the down direction, and 1 in 125 in the up direction.

Terms of contracts—

The Bengal Nagpur railway is worked under the following contracts —

Contracts of—9th March 1887 —Bengal-Nagpur Railway Company's principal contract

31st December 1891 —Contract for the construction and working of a branch line from Jharsuguda (Samhalpur Road) station on the main line to Samtalpur.

27th June 1901 —As to the raising of debenture capital for the construction of the Simi-Midnapore-Howrah and Midnapore Cuttack extensions.

23rd January 1902 —Contract for the construction and working of the Raipur-Dhamtari (2' 6" gauge) feeder line with a branch to Rajm, an extension (5' 6" gauge) from Simi, via Midnapore, to Howrah, with branches from Midnapore to Cuttack and the Jharia coal-fields, a line (2' 6" gauge) from Gondia to Jubbulpore with branches from Nainpur to Mandla, Nainpur to Chhindwara, and for the working of the Northern section of the East Coast (State) railway as part of the undertaking.

The general conditions of the contracts are as follows —

Government aid—Free grant of land and guarantee of interest in sterling at 4 per cent per annum on £3,000,000 share capital. On any further capital that may be required the guarantee to be 4 per cent or such other rate as may be agreed upon.

Terms of contracts—The contracts provide for the Company raising £3,000,000, any further money required being provided either by the Secretary of State upon such terms as may from time to time be mutually agreed upon, or by the Company within such periods and in such instalments as the Secretary of State may prescribe. Subject to the provisions of the contracts, all moneys raised by the Company become the absolute property of the Secretary of State.

APPENDIX 38—*contd.**History of railways constructed and in progress.*

[For Index see page 108]

Number ^{Main head 1} Sub heads (a) to (g) **BENGAL-NAGPUR RAILWAY SYSTEM—*contd*****1 (a) Bengal-Nagpur railway (5' 6" gauge)—*concl'd*****Terms of contracts—*concl'd****Currency of contracts —*

(1) *Principal contract* — Government may determine the contract by giving twelve months' previous notice on the 31st December 1913 or on the 31st December of any succeeding tenth year. Government may also terminate the contract at any time, on six months' notice, if the Company fails to fulfil its obligations or the line be worked at a loss. On the termination of the contract the Company is to hand over to Government the railway and all its belongings of every description, and Government are to repay at par the amount of the share capital which has been paid in by the Company.

(2) *Sambalpur branch contract* — The contract for this branch brings it within the provisions of the original contract of 9th March 1887, but provides that the Government may purchase the branch at any time after 1st January 1895 on giving twelve months' notice.

(3) *Contract of 23rd January 1902 Northern section, East Coast (State) railway* — Government may, at any time, by giving six months' previous notice, require the Company to retransfer the whole or any part of the section of railway between Vizianagram and Waltair Junction with all appurtenances, without compensation in respect of such retransfer.

Power of Company to surrender contract — Nil

Terms of working — After deducting working expenses—which may include any single item of capital expenditure, classed as a "Minor Work," up to Rs 1,000 but not exceeding Rs 2,000 at the discretion of the Consulting Engineer, subject to a maximum charge on such account of Rs 20 per mile of the open system in each half-year and a payment of Rs 40 for every mile of line open to traffic to be made half-yearly to Government for supervision—three parts of the surplus profits for any complete calendar year, after providing for payment to Government of interest on advances of capital made by them to the Company and for repayment of the interest paid by them to the Company for that year, to be retained by Government, and the remaining fourth part to be divided between the Company and Government in the proportion which the gross earnings of the Company's undertaking, exclusive of the Northern section of the East Coast (State) railway, bear to the gross earnings of the latter section.

Rates and fares — Certain maxima and minima have been fixed within which the Company is permitted to vary rates. The Madras Railway Company has the power to quote through rates in the direction of Madras from Bengal-Nagpur stations between Cuttack and Waltair. The Bengal-Nagpur Railway Company similarly has power to quote rates from Madras railway stations, Tadepalli and Cuttack, in the direction of Calcutta.

Statistics of working—See page 109**1 (b) Jabulpore-Gondia extension, Bengal-Nagpur railway (2' 6" gauge)—****Details of construction—**

The open mileage of the Jabulpore Gondia extension amounts to 228.77 miles, which may be divided into main line (Jabulpore to Gondia), 140.94 miles, and branches, 87.83 miles. There are still 29.12 miles (Pench Valley railway) under construction, and 32.14 miles (Mandla branch), sanctioned for construction. The construction of the line was sanctioned in 1901 and it was opened in July 1904.

Permanent-way — The permanent-way consists of 41-lb flat-footed steel rails on *s&l* sleepers.

Ballast — The line is ballasted with stone, except between Seoni and Chhindwara where good black basalt has been used.

Fencing — Only important station yards are fenced.

Curves — The sharpest curve is of 409 feet radius.

Gradients — The ruling gradient is 1 in 80.

Terms of contracts—

The line is an integral part of the Bengal-Nagpur railway and is worked under the contracts relating to that railway.

Statistics of working—See page 109**1 (c) Raipur-Dhamtari branch, Bengal-Nagpur railway (2' 6" gauge)—****Details of construction—**

This branch is 56.24 miles in length and consists of the main line (Raipur to Dhamtari), 45.74 miles, and the branch (Abhanpur to Rajm), 10.50 miles. It was sanctioned in 1897 and opened in 1900.

Permanent-way — The line is laid with 31-lb flat-footed steel rails on *s&l* sleepers.

Ballast — Moorum or sand and stone in a few cuttings.

Fencing — The line is unfenced.

Curves — The sharpest curve is of 409 feet radius, at Raipur station.

Gradients — The ruling gradient of the line is 1 in 200.

Terms of contracts—

The line is an integral part of the Bengal-Nagpur railway and is worked under the contracts relating to that railway.

Statistics of working.—See page 109.

APPENDIX '38—contd.

History of railways constructed and in progress.

[For Index see page 106]

Number ^{Main head 1}
^{Sub heads (a) to (g)} BENGAL-NAGPUR RAILWAY SYSTEM—contd

Statistics of working—

TABLE I (BENGAL-NAGPUR RAILWAY, INCLUDING THE NORTHERN SECTION OF THE LAST COAST (STATI) RAILWAY, THE RAIPUR DHAMTARI BRANCH AND THE JUBBULPORE GONDIA EXTENSION)								TABLE II							
Calendar year	Capital outlay to end of each year	Gross earnings	Net earnings	Per cent age on capital outlay	Interest	Company's share of net earnings	Gain or loss to the State	Vagpur-Chattisgarh, 3' 3 1/2"		Katni Umaria, 5' 6"		(a) Bengal Nagpur, 5' 6"		(b) & (c) Jubbulpore Gondia extension and Raipur Dhamtari branches, 2' 6"	
								Earnings per mile per week	Pro of exp to earnings	Earnings per mile per week	Pro of exp to earnings	Earnings per mile per week	Pro of exp to earnings	Earnings per mile per week	Pro of exp to earnings
	Rs	Rs	Rs		Rs	Rs	Rs	Rs		Rs		Rs		Rs	
1879	23,62,990					83,911	-83,911								
1880	55,19,511	1,03,922	28,215	0.51	1,58,804	-1,30,589	51	79.54							
1881	73,15,710	2,81,529	66,056	0.90	2,62,932	-1,96,876	87	76.53							
1882	90,64,383	6,04,386	1,89,171	2.09	3,39,967	-1,50,796	114	68.70							
1883	96,43,500	13,20,021	6,80,600	7.09	3,73,283	+3,10,577	170	48.19							
1884	1,06,31,112	13,23,014	6,58,030	6.19	4,24,400	+2,33,630	171	57.82							
1885	1,50,66,406	14,14,889	4,93,675	3.28	5,86,281	-92,706	183	65.12							
1886	1,81,70,155	11,21,521	5,33,514	2.94	7,29,534	-1,96,041	184	62.51	37	104.35					
1887	2,42,30,957	14,47,705	3,03,207	1.25	13,35,563	-10,32,356	177	59.09	41	116.41					
1888	5,23,92,591	16,03,195	5,62,971	1.07	22,17,333	-16,54,862					164	67.58			
1889	7,08,75,456	19,96,930	4,03,160	0.57	29,96,364	-25,93,204					131	80.93			
1890	8,14,66,762	23,61,575	5,47,463	0.67	33,88,852	-23,41,369					101	80.89			
1891	9,08,04,161	54,57,346	26,84,453	2.96	35,05,676	-8,21,225					129	50.81			
1892	9,56,14,736	60,85,562	30,08,166	3.15	39,05,345	-8,97,179					141	50.55			
1893	9,80,08,121	61,17,751	32,62,220	3.33	43,97,594	-11,35,374					144	49.17			
1894	9,81,73,789	66,00,619	32,59,414	3.32	45,83,993	-13,25,579					149	51.80			
1895	9,85,94,777	68,74,740	35,41,444	3.58	48,68,800	-13,15,356					153	48.49			
1896	11,07,30,319	68,68,524	29,27,569	2.65	48,27,504	-18,09,635					142	54.03			
1897	13,01,58,784	62,00,369	29,79,559	2.28	51,35,240	-21,55,651					138	51.94			
1898	14,67,03,520	63,79,193	33,03,854	2.29	54,23,166	-20,59,332					143	51.10			
1899	16,65,90,365	90,73,160	47,21,814	2.83	59,75,873	-12,54,070					152	47.96			
1900	17,41,74,604	1,29,77,223	77,18,040	4.43	64,90,647	+12,22,413					207	40.56			
1901	21,19,23,276	1,07,77,769	61,48,648	2.90	79,85,163	-20,18,321	1,78,810				161	52.58		25	72.13
1902	22,51,91,970	1,12,18,117	69,70,346	3.10	85,44,311	-16,06,569	41,604				176	51.09	21	77.27	
1903	24,97,58,919	1,55,47,702	70,45,251	2.82	89,66,191	-19,24,943	4,067				178	54.63	21	61.93	
1904	26,14,71,453	1,89,12,137	95,87,125	3.67	9,41,624	+15,317	355				210	49.07	31	77.32	
1905	27,33,72,570	2,44,70,900	1,31,04,052	4.90	1,00,32,318	+33,71,734					270	44.53	42	71.83	

1 (c) Mourbhanj railway (2' 6" gauge)—

Details of construction—

This railway is 82.41 miles long. Its construction was sanctioned in 1902 and it was opened in 1905.

Permanent way—The line is laid with 30-lb flat-footed steel rails on sal sleepers.*Ballast*—The line is ballasted with screened laterite, gravel and broken laterite.*Fencing*—The line is unfenced.*Curves*—The sharpest curve is of 955 feet radius.*Gradients*—The ruling gradient is 1 in 100.

Terms of contract—

The line is worked under an agreement between the Maharaja of Mourbhanj and the Bengal-Nagpur Railway Company, approved in Railway Board's letter No 223 R T of the 10th March 1905.

The general conditions of the agreement are as follows—

Government aid—Nil. The line is the property of the Maharaja of Mourbhanj.*Currency of agreement*—To the end of 1905.*Terms of working*—Actual cost.*Rates and fares*—To be fixed by the Company.

Statistics of working—

TABLE I					TABLE II	
Calendar year	Capital outlay to end of the year	Gross earnings	Net earnings	Per cent. on capital outlay	Earnings per mile per week	Proportion of expenses to earnings
	Rs	Rs	Rs		Rs	
1905	6,21,890	31,404	7,422	1.19	20	76.43

APPENDIX 38—*contd.**History of railways constructed and in progress.*

[For Index see page 106]

Number ^{Main head 1} _{Sub heads (a) to (g)} **BENGAL-NAGPUR RAILWAY SYSTEM—*concl'd***

1 (d) Parlakimedi Light railway (2' 6" gauge)—

On the 20th May 1901 the Indian Railways Act, 1890 (IX of 1890), except section 135, was applied to the line. The working of this railway was taken over by the Bengal Nagpur railway from the 1st January 1902

Details of construction—

This railway is 24.62 miles long. Its construction was sanctioned in 1898 and it was opened in 1900. It runs from Naupada to Parlakimedi.

Permanent-way—The line is laid with 30-lb flat-footed steel rails on transverse wooden sleepers.

Ballast—The line is ballasted throughout with laterite, gravel and stone.

Fencing—Short lengths of fencing have been provided in a few places where the railway in cutting runs alongside the road.

Curves—There are no curves of less than 1,000 feet radius.

Gradients—The ruling gradient is 1 in 100.

Terms of contracts—

The Parlakimedi Light railway is worked under an agreement, dated the 14th April 1902, between the Raja of Parlakimedi and the Bengal-Nagpur Railway Company.

The general conditions of the agreement are as follows—

Government aid—Nil. The line is the property of the Raja of Parlakimedi.

Currency of agreement—The agreement was current to end of 1905, subject to renewal.

Terms of working—Actual cost.

Rates and fares—To be fixed by the Company.

Statistics of working—

TABLE I					TABLE II	
Calendar year	Capital outlay to end of each year	Gross earnings	Net earnings	Pct cent on capital outlay	Earnings per mile per week	Proportion of expenses to earnings.
	Rs	Rs	Rs		Rs.	
1903	7 10 974	16,833	—9 265		13	155.70
1904	7 10 974	20 675	—1 901		16	106.29
1905	7 10 975	27 131	4 481	0.63	21	83.51

1 (f) Gondia-Chanda railway (2' 6" gauge)—**Details of construction—**

This railway, which runs from Gondia to Chanda (115.65 miles), with a branch from Pauni to Nagpur (63.75 miles), total length 212.40 miles, was sanctioned in 1901 and work was started in November 1905.

1 (g) Purulia-Ranchi railway (2' 6" gauge)—**Details of construction—**

This railway, which runs from Purulia to Ranchi (72.28 miles), was sanctioned in 1905, and construction was commenced in November of that year.

Number ^{Main head 2} _{Sub heads (a) to (o)} **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—**

Lines comprising the system—The Bombay, Baroda and Central India railway system is made up of—

	Open line	Under construction or sanctioned for construction	Total
	Miles	Miles	Miles
(a) Bombay, Baroda and Central India railway	{ (5' 6" gauge) 465.12 } 504.35		504.35
(b) Godhra Ratlam Nagda railway	{ (3' 3" gauge) 39.23 } 141.14		141.14
(c) Nagda Ujjain railway	(5' 6" gauge) 34.32		34.32
(d) Potlad Cambay railway (Anand Tarapur section)	(5' 6" gauge) 21.50		21.50
(e) Potlad Cambay railway (Tarapur Cambay section)	(5' 6" gauge) 10.92	1.39	12.31
(f) Tapti Valley railway	(5' 6" gauge) 155.43		155.43
(g) Ahmedabad Dholka railway	(5' 3 3/4" gauge) 33.50		33.50
(h) Ahmedabad Parantij railway	(5' 3 3/4" gauge) 54.70		54.70
(i) Gachwar s Mchana railway	(3' 3" gauge) 92.63	26.11	130.74
(j) Japur (Siwal Madhopur) railway	(3' 3" gauge) 32.18	40.67	72.85
(l) Palanpur Deesa railway	(3' 3" gauge) 17.28		17.28
(l) Rajputana Malwa railway	(3' 3" gauge) 1,782.83		1,782.83
(m) Vajapur Kalol Kadi railway	(3' 3" gauge) 41.37		41.37
(n) Gachwar s Dabhloi railway	(2' 6" gauge) 94.49		94.49
(o) Rajpipla railway	(2' 6" gauge) 37.37		37.37
Total	3,036.1	80.17	3,136.78

Running powers—**Home line over foreign line—**

Dadar Junction to Carnac bridge, Great Indian Peninsula railway (for goods trains only)

Miles
4.39

Foreign lines over home line—

East Indian railway, Agra East Bank to Agra Fort (for goods trains only)

Great Indian Peninsula railway at Ujjain (for passenger and goods trains)

" " " Dadar Junction to Colaba (for goods trains only)

" " " at Agra (for passenger and goods trains)

Miles
1.00
0.24
7.25
2.89

Total
11.38

APPENDIX 38—contd.

History of railways constructed and in progress

[For Index see page 106]

Number ^{Main head 2} Sub heads (a) to (c). BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—contd

2 (a) Bombay, Baroda and Central India railway proper (5' 6" gauge)—

Details of construction—

The open mileage amounts to 504.35 miles, which may be divided into 389.35 miles of main line, and 115 miles of branches. 251.90 miles are double line.

First sanction to the construction of the main line (Bombay (Colaba) to Wadhwan) was accorded in 1856 and the line was opened throughout in 1872.

Permanent-way—The main line is laid with 69 lb double headed and 82-lb bull-headed steel rails on creosoted pine and oval pot sleepers.

The branches are laid mostly with 69-lb double-headed and 41½ lb, 48-lb, 50 lb and 75 lb flat-footed steel rails on oval pot and wooden sleepers.

Ballast—The line is mostly ballasted with broken stone, gravel and shingle.

Fencing—The line is fenced throughout except the Baroda-Godhra Chord which is being fenced.

Curves—The sharpest curve on the main line and on the Godhra branch is of 1,500 feet radius, on the Patli branch of 2,865 feet radius, and on the Godhra Baroda Chord of 1,910 feet radius.

Gradients—The ruling gradient on the greater part of the main line is 1 in 500, but there are short lengths of 1 in 200 and even 1 in 100 at the approaches to major bridges. On the Godhra branch the ruling grade is 1 in 200, except for a short length at the Mahi low level bridge where it is 1 in 50, on the Patli branch and the Godhra-Baroda Chord it is 1 in 300, except for short lengths of 1 in 200 on the latter.

Terms of contracts—

The railway is worked under the following contracts —

Contracts of—21st November 1855—for the construction and working of a line from Surat to Baroda and thence to Ahmedabad.

2nd February 1859—for the construction and working of a line from Bombay to Surat as one undertaking.

17th November 1871—for the construction and working of an extension line to Viramgam and Wadhwan.

14th May 1886—Supplemental to that of 1855, incorporating the branch line from Anand to Daker and its extension to Pali (Sevalia) and Godhra with the general undertaking.

1st February 1901—as to share of working expenses debitable to branch lines worked.

The general conditions of the contracts are as follows —

Government aid—Guarantee of interest in sterling at 5 per cent for the term of the contract. On some portion of the share capital and on debentures lower rates of interest are also guaranteed.

Currency of contracts—The contracts are current for a period of 99 years from 1855, after which the line becomes the property of Government on payment of the actual capital outlay in sterling. The Government may, however, determine the contracts by purchase after the expiration of 25 or 50 years of the term, namely, in 1880 or 1905, at the mean market value of the shares during the three preceding years, possession being taken of the railway at the half-yearly day next but one following the notice. The Government may also determine the contracts at any time, on giving three months' notice, if the Company fails to observe its obligations. In such case, Government repay the capital expended.

NOTE.—The Government relinquished their right to determine the contracts at the end of the 25th year but on the 10th May 1905 the Secretary of State for India gave notice of his intention to terminate the contracts by purchase of the Company's property, with effect from the 1st January 1906, after which date the line will be worked by a reconstituted Company under a new contract.

Power of Company to surrender contracts—The Company may surrender, on six months' notice, at any time receiving back the capital expended.

Terms of working—After deducting working expenses (which may include any single item of capital expenditure net exceeding Rs. 1,000 to be classed as a 'Minor Work,' subject to a maximum charge on such account of Rs. 5,000 in each half-year) surplus profits, after repayment of the guaranteed interest of each half-year, are divided equally between Government and the Company, the interest payments being calculated for the purpose of this division at 1s 10d to the rupee.

Rates and fares—Under the contract, Government fixed maximum rates and fares which cannot be altered by Government until the net receipts exceed 10 per cent on the capital outlay. The fixed maximum rates cannot also be altered by the Company without Government sanction. Authority has, however, been given to the Company, by an executive order, to vary its rates within the prescribed maxima without reference to Government.

APPENDIX 38—contd.

History of railways constructed and in progress

[For Index see page 108]

Number ^{Main head 2} _{Sub heads (a) to (o)} BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—contd

2 (a) Bombay, Baroda and Central India railway proper (5' 6" gauge)—concl'd

Statistics of working—

TABLE I							
Calendar year	Capital outlay to end of each year	Gross earnings	Net earnings	Per cent on capital outlay	Guaranteed interest (converted at current rates of exchange)	Company's share of net earnings (arrived at under terms of contract)	Gain or loss to the State
	Rs	Rs	Rs		Rs	Rs	Rs
1879	8,54,16 162	71,52,788	32,13,354	8 76	43 69,254	8,20 798	+11,55,900
1880	8,47,81,626	82,41,376	47,34,651	5 58	43,69,254	5,83,816	+8,02,293
1881	8 66,45 448	97,45 133	56,78,755	6 55	43 69 254	8,20 798	+4,78,703
1882	8 75,89,091	1,01,76 190	50,15,619	5 78	43,07,734	8,06,346	+3,461
1883	8 89 91 377	1 19 22,204	67,16 067	7 54	43,33,189	11 44 829	+12,93 049
1884	9,02,69,608	1,21,95 390	68,87,562	7 63	49,99,341	13,17 763	+5,70,453
1885	9,22,58,636	1,31,40,336	74,01,937	8 02	52,35,189	14,57,511	+7,89,257
1886	9,16,82,002	1 35,05,635	78 73,238	8 50	55,87,440	16 97 935	+5,87 803
1887	9 32,12 200	1,21,64,856	69,98,127	7 50	57,17,318	12 56,055	+2,17,514
1888	9 45 87,818	1,27,33 933	70,48,164	7 45	60,99,893	12,68 879	+2 50,608
1889	9 49,45,797	1,32 34,271	75,41,031	7 94	61,10,257	14,86,399	+55,566
1890	9,53,16,045	1,49,40,370	74,29,195	7 79	51,66,227	14,22,120	+5,34,843
1891	9,55,86 799	1 41,37,769	82,25,170	8 60	58 61,996	18 06 343	+5 56,776
1892	9 55,28,735	1,42 44 473	81,30,959	8 51	65,57,945	17,86,755	+2,18,741
1893	9 62,57 802	1,50,96 045	95 78 044	9 95	66,44 227	25 09,537	+1,24,230
1894	9,77,45,855	1,59,43,484	1,00 70,974	10 30	76,01,071	27,35 713	+2,73,810
1895	9,97,90,955	1,75,53,067	1,09,37,063	10 95	77,03,258	31,37,619	+96,186
1896	10,31,57,107	1,62 03 933	89,00,862	8 60	73 03 613	20,78 128	+4,50,579
1897	10 69,10,220	1,42,61 293	61,70,202	6 09	69,36,853	9,51,545	+14,18,196
1898	10,85,60,144	1,58 62 726	87,42,205	8 05	67,87,071	19,49,477	+5,667
1899	11,10,73 858	1,74 65 015	92,90,345	8 15	67,46 663	21 62,422	+3,74,775
1900	11,60,94,044	1,75,93,466	82,28,632	7 08	68 35,449	15,68,577	+1,75,394
1901	11,95,61,022	1,59,38 796	87,53,789	7 32	70,04,569	18,11 890	+62,670
1902	12,18,78,965	1 57 43 536	79 37,622	6 51	71,28,187	12,93,644	+4,34,309
1903	12,37,33,839	1 69 63 028	84 95,201	6 87	72 59,871	15,12,518	+2,77,183
1904	12,44 90 478	1 78 23 863	93 87,713	7 54	73 89,912	18 91,136	+1,09,264
1905	12,52,43,397	1 93,82,065	1,08,90,134	8 70	73,82,579	26,03 049	+9,04,506

TABLE II

Calendar year	Earnings per mile per week	Proportion of expenses to earnings	Calendar year	Earnings per mile per week	Proportion of expenses to earnings	Calendar year	Earnings per mile per week	Proportion of expenses to earnings	Calendar year	Earnings per mile per week	Proportion of expenses to earnings
	Rs			Rs			Rs			Rs	
1860	49	70 17	1872	290	59 97	1884	509	42 95	1896	676	45 07
1861	73	54 97	1873	260	59 23	1885	548	43 11	1897	595	54 63
1862	94	50 14	1874	565	52 12	1886	564	41 12	1898	662	44 89
1863	139	49 51	1875	285	54 41	1887	503	41 89	1899	729	46 81
1864	156	85 33	1876	296	54 74	1888	532	44 11	1900	734	52 50
1865	223	63 83	1877	345	41 97	1889	522	42 44	1901	665	44 06
1866	278	71 93	1878	298	46 61	1890	540	42 06	1902	629	49 60
1867	291	66 56	1879	309	46 97	1891	590	41 23	1903	753	49 46
1868	287	73 66	1880	355	42 57	1892	594	42 92	1904	718	47 12
1869	307	74 32	1881	423	41 04	1893	630	36 55	1905	780	43 78
1870	327	60 54	1882	427	50 76	1894	665	36 85			
1871	390	59 93	1883	497	43 10	1895	732	37 69			

2 (b) Godhra-Rutlam-Nagda railway (5' 6" gauge)—

Details of construction—

This railway is 141.14 miles long Its construction was sanctioned in 1890 and it was opened throughout in 1896

Permanent-way—The permanent-way consists of 75-lb flat-footed steel rails on transverse steel, deodar and creosoted pine sleepers*Ballast*—The line is ballasted throughout with broken stone and gravel*Fencing*—There are 76½ miles of fencing The rest of the line is unfenced except in station yards.*Curves*—The sharpest curve is of 1,000 feet radius*Gradients*—The ruling gradient is 1 in 200, with short lengths of 1 in 100 and from 1 in 101 to 1 in 150 between Godhra and Jekot

Terms of contracts—

This is a State line and is worked as a part of the Rajputana-Malwa railway under the contracts and conditions relating to that railway

Statistics of working—

Included with the Rajputana-Malwa railway

APPENDIX 38—*contd**History of railways constructed and in progress*

[For Index see page 106]

Number ^{Main head 2}
Sub-heads (a) to (o) **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*contd***

2 (c) Nagda-Ujjain railway (5' 6" gauge)—**Details of construction—**

This railway is 34 32 miles long Its construction was sanctioned in 1891, and it was opened throughout in 1896

Permanent-way—The permanent-way consists of 75-lb flat-footed steel rails on cast iron oval pot sleepers

Ballast—The line is ballasted with broken stone

Fencing—Only station yards are fenced

Curves—The sharpest curve is of 1,910 feet radius

Gradients—The ruling gradient is 1 in 200

Terms of contracts—

The line is owned by the Gwalior State and worked under the following —

Agreement of—15th July 1896 (between His Highness the Maharaja Seindia and the Bombay, Baroda and Central India Railway Company) for working

Contract of—1st February 1901 (between the Secretary of State and the Bombay, Baroda and Central India Railway Company) as to percentage of working charges

The general conditions are as follows —

Government aid—Nil The line is the property of the Seindia State

Currency of agreement—

Power to determine agreement— } The agreement may be terminated at any time on one year's notice from either party expiring on the 30th June or 31st December in any year

Terms of working—The railway is debited with a share of the working expenses of the system (which may include any single item of capital expenditure, not exceeding Rs 1,000 classed as a 'Minor Work,' subject to a maximum charge on such account of an amount bearing the same percentage of gross receipts as obtains for similar expenditure on the Bombay, Baroda and Central India railway) excluding 2' and 2' 6" gauge lines, in proportion to the total earnings of the Nagda-Ujjain railway

Rates and fares—Conform generally with those in force on the Godhra-Rutlam Nagda railway

Statistics of working—

TABLE I					TABLE II	
Calendar year	Capital outlay to end of each year	Gross earnings	Net earnings	Per cent. on capital outlay	Earnings per mile per week	Proportion of expenses to earnings
	Rs	Rs	Rs		Rs	
1895	5,33,560					
1896	20,71,951	40,701	17,762	0.86	49	56.36
1897	22,19,919	1,04,639	47,756	2.15	58	54.36
1898	22,31,596	1,29,627	71,509	3.0	73	44.87
1899	22,31,346	1,17,175	77,732	3.48	83	47.18
1900	22,29,753	2,51,783	1,20,956	5.42	141	51.96
1901	22,31,982	1,12,366	67,268	3.01	63	40.19
1902	22,39,663	1,57,211	85,851	3.83	88	45.39
1903	22,41,230	1,20,951	62,949	2.81	68	47.05
1904	22,41,231	1,27,634	66,111	2.96	69	46.27
1905	22,40,441	1,71,135	99,907	4.46	96	41.72

2 (d) Petlad-Cambay railway (Anand-Tarapur section) (5' 6" gauge)—**Details of construction—**

This section of the Petlad-Cambay railway is 21.50 miles long Its construction was sanctioned in 1888, and it was opened throughout in 1901

Permanent-way—The permanent-way consists of 66½-lb flat-footed steel rails on steel sleepers from Anand to Petlad and on creosoted pine sleepers from Petlad to Tarapur

Ballast—The line is ballasted with gravel

Fencing—Thirteen miles, between Anand and Petlad, are fenced The rest of the line is unfenced, except in station yards

Curves—The sharpest curve is of 1,433 feet radius

Gradients—The ruling gradient is 1 in 200

APPENDIX 38—*contd**History of railways constructed and in progress*

[For Index see page 106]

Number ^{Main head 2}_{Sub heads (a) to (o)} BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*contd.*2 (d) Petlad-Cambay railway (Anand-Tarapur section) (5' 6" gauge)—*concl'd*

Terms of contracts—

The line is owned by the Baroda State and worked under the following —

Agreement of—5th May 1890 (between the Government of His Highness the Gaekwar of Baroda and the Bombay, Baroda and Central India Railway Company) for working.*Contract of*—1st February 1901 (between the Secretary of State and the Bombay, Baroda and Central India Railway Company) as to percentage of working charges

The general conditions are as follows —

Government aid—Nil The line is the property of the Baroda State*Currency of agreement* — } Either party may terminate the agreement at any time on giving one year's
Power to determine agreement — } notice*Terms of working*—The railway is debited with a share of the working expenses of the system (which may include any single item of capital expenditure, not exceeding Rs 1,000 classed as a 'Minor Work,' subject to a maximum charge on such account of an amount bearing the same percentage of gross receipts as obtains for similar expenditure on the Bombay, Baroda and Central India railway) excluding 2' and 2' 6" gauge lines, in proportion to the total earnings of the Petlad-Cambay, Gaekwar's Mehsana and Vijapur-Kolol-Kadi railways*Rates and fares*—To be fixed from time to time by the Company with the approval of His Highness' Government and, as far as possible, to conform with those generally in force on the Bombay, Baroda and Central India railway

Statistics of working—

TABLE I					TABLE II			
CALENDAR YEAR	Capital outlay to end of each year	Gross earnings	Net earnings	Per cent on capital outlay	GAEKWAR'S PETLAD, 5' 6"		PETLAD-CAMBAY (ANAND-TARAPUR SECTION), 5' 6"	
					Earnings per mile per week	Proportion of expenses to earnings	Earnings per mile per week	Proportion of expenses to earnings
	Rs	Rs	Rs		Rs		Rs	
1888	11,030							
1889	4,71,822							
1890	6,47,922	32,649	20,870	3.22	71	36.08		
1891	7,10,118	59,113	36,946	5.12	85	38.51		
1892	7,11,081	61,243	34,757	4.89	88	43.25		
1893	7,12,768	63,903	40,627	5.70	92	36.47		
1894	7,23,482	69,668	44,037	6.09	100	36.79		
1895	7,23,139	73,891	46,531	6.41	106	36.96		
1896	7,27,616	1,17,540	82,847	11.45	169	29.52		
1897	7,55,769	64,737	33,946	4.49	93	47.56		
1898	7,49,047	51,121	28,156	3.76	74	41.92		
1899	7,52,439	70,668	39,312	5.22	102	44.37		
1900	7,52,097	88,481	41,713	5.55	127	52.86		
1901	11,86,381	93,233	51,769	4.36			101	44.47
1902	11,85,930	1,05,951	56,818	4.79			95	46.37
1903	11,48,092	98,451	50,239	4.38			88	48.92
1904	11,46,552	1,20,374	64,876	5.66			108	46.37
1905	11,31,273	1,40,463	81,966	7.25			126	41.65

2 (e) Petlad Cambay railway (Tarapur-Cambay section) (5' 6" gauge)—

Details of construction—

This section of the Petlad-Cambay railway is 12.31 miles long, which includes the length of 1.39 miles from Cambay to Cambay Bandari, opened in 1906. It was sanctioned in 1893 and was opened to Cambay in 1901.

Permanent-way—The permanent-way consists of 66½-lb flat footed steel rails on creosoted pine sleepers*Ballast*—The line is ballasted with gravel*Fencing*—Only station yards are fenced*Curves*—The sharpest curve is of 1,910 feet radius*Gradients*—The ruling gradient is 1 in 600, with a little bit of 1 in 200 between Sayama and Cambay.

Terms of contracts—

The line is owned by the Cambay State and worked under—

Agreement of—17th May 1902 (between the Cambay State and the Bombay, Baroda and Central India Railway Company) for working

The general conditions of the agreement are as follows —

Government aid—Nil The line is the property of the Cambay State.*Currency of agreement* — } The agreement may be terminated at any time on one year's notice from either
Power to determine agreement. — } party expiring on the 30th June or 31st December in any year.

APPENDIX 38—*contd**History of railways constructed and in progress*

[For Index see page 106]

Number $\frac{\text{Main head 2}}{\text{Sub heads (a) to (e)}}$ BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*contd*2 (e) Petlad Cambay railway (Tarapur-Cambay section) (5' 6" gauge)—*concl'd*Terms of contracts—*concl'd*

Terms of working—The railway is debited with a share of the working expenses of the system (which may include any single item of capital expenditure not exceeding Rs 1,000 classed as a 'Minor Work,' subject to a maximum charge on such account of an amount bearing the same percentage of gross receipts as obtains for similar expenditure on the Bombay, Baroda and Central India railway) excluding 2' and 2' 6" gauge lines, in proportion to the total earnings of the Tarapur-Cambay railway

Rates and fares—To be fixed from time to time by the Company with the approval of the Cambay State and as far as possible, to conform with those generally in force on the Bombay, Baroda and Central India railway.

Statistics of working—

TABLE I					TABLE II	
Calendar year	Capital outlay to end of each year	Gross earnings	Net earnings	Per cent. on capital outlay	Earnings per mile per week	Proportion of expenses to earnings
	Rs	Rs	Rs		Rs	
11	7,49,676	12,011	5,900	0.79	40	50.46
12	7,49,676	25,497	13,622	1.81	45	46.57
13	7,49,676	25,151	12,803	1.71	44	49.10
14	7,68,728	32,199	17,276	2.25	57	46.35
15	8,06,482	33,638	19,603	2.43	59	41.72

(f) Tapti Valley railway (5' 6" gauge)—

Details of construction—

This railway connects Kankari Khari, a station on the main line of the Bombay, Baroda and Central India railway, with Amalner. It is 155.48 miles long. It was opened in 1900.

Permanent-way—The permanent-way consists of 70-lb flat-footed steel rails on wooden sleepers.

Ballast—The line is ballasted throughout with stone.

Fencing—Only station yards and important level crossings are fenced.

Curves—The sharpest curve is of 1,910 feet radius.

Gradients—The ruling gradient of the line is 1 in 200.

Terms of contracts—

The line is owned by the Tapti Valley Railway Company and worked under the following contracts—

Contracts of—28th August 1896 (between the Secretary of State and the Tapti Valley Railway Company) for construction.

30th October 1896 (between the Secretary of State and the Bombay, Baroda and Central India Railway Company) for maintenance and working.

1st February 1901 (between the Secretary of State and the Bombay, Baroda and Central India Railway Company) as to percentage of working charges.

The general conditions of the contracts are as follows—

Government aid—A rebate is allowed up to 10 per cent of the gross earnings of the Bombay, Baroda and Central India and Rajputana-Malwa railways from traffic interchanged with the Tapti Valley railway, so as to make up an amount equal to interest for the year at the rate of 4 per cent per annum on the actual capital expenditure, plus a sum of Rs 6,000 per annum towards the Company's office expenses and expenses of management. Land in British territory was provided free.

Currency of contracts—Government may, by giving 12 months' notice, determine the contracts on the 31st December 1921, or at the end of any subsequent period of 10 years, paying the Company in rupees a sum equal to 25 times the average yearly net earnings of the Company during the last preceding five years, provided that such sum shall not exceed by more than 20 per cent the total capital expenditure of the Company or be less than such capital expenditure, or Government may determine it on the 31st December 1950, paying the Company in rupees an amount equal to the total capital expenditure.

Power of Company to surrender contract—Nil.

Terms of working—Government undertake to construct (from funds supplied by the Company), work and maintain the line through State or other agency, the necessary rolling-stock being supplied by the working agency. The general working expenses of the system, excluding the 2' and 2' 6" gauge lines, are divided in proportion to the gross earnings of the component parts, the Tapti Valley railway being debited with the share thus arrived at (which may include any single item of capital expenditure, not exceeding Rs 1,000 classed as a 'Minor Work,' subject to a maximum charge on such account of Rs 20 per mile of line open in each half-year), subject to a maximum charge of 44 per cent. of its gross earnings for the year. The residue of the gross earnings is payable to the Tapti Valley Railway Company.

APPENDIX 38—*contd**History of railways constructed and in progress*

[For Index see page 106]

Number ^{Main head 2} Sub heads (a) to (o). BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*contd.*2 (f) Tapti Valley railway (5' 6" gauge)—*concl'd*Terms of contracts—*concl'd*

Rates and fares—To be arranged from time to time between Government and the working agency within the maximum and minimum rates and fares for the time being in force on the Bombay, Baroda and Central India railway

Statistics of working—

Con- dar year	TABLE I							TABLE II		REMARKS
	Capital outlay to end of each year	Gross earnings	Net earnings	Percentage on capital outlay	Rebate from B, B & C I Ry	Total income	Per cent of total income on capital outlay	Earnings per mile per week	Proportion of expenses to earnings	
	Rs	Rs	Rs		Rs	Rs		Rs		
1896	8,390									The net earnings for 1898, 1899 and 1st half of 1900 were credited to interest on capital and those for 2nd half of 1900 (including rebate) were treated as a set off against the charge to capital for interest in the accounts for 1st half of 1901
1897	20,96,204									
1898	60,47,118	2,836						18	48 70	
1899	1,21,09,133	2,42,593						71	47 40	
1900	1,28,31,291	6,68,475						84	44 00	
1901	1,29,18,730	6,00,553	3,42,243	2 65	33,226	3,75,469	2 90	74	43 01	Excluding interest, Rs 4,483, on the capital cost of works at Amalner junction, the percentage of income on capital outlay in 1903 was 4 00
1902	1,29,70,581	8,26,485	4,64,242	3 7	45,193	5,08,435	3 92	102	43 95	
1903	1,30,02,400	8,62,753	4,83,142	3 72	40,258	5,23,400	4 03	107	44 00	
1904	1,30,77,018	6,58,740	3,69,891	2 82	28,441	3,97,135	3 04	81	44 00	
1905	1,30,83,679	10,11,222	5,86,921	4 49	2,928	5,89,819	4 51	125	41 95	

2 (g) Ahmedabad-Dholka railway (3' 3½" gauge)—

Details of construction—

This railway connects Sabarmati, a station on the Rajputana-Malwa railway, with Dholka. It is 33.50 miles long. Its construction was sanctioned in 1901 and it was opened in 1903.

Permanent-way—The permanent-way consists of 41½-lb flat footed steel rails on deodar sleepers.

Ballast—Ballast is provided only at points and crossings, and for 100 feet on each side of bridges and level crossings.

Fencing—Only station yards are fenced.

Curves—The sharpest curve is of 1,146 feet radius.

Gradients—The ruling gradient is 1 in 150.

Terms of contracts—

The railway is worked under the following contracts—

Contracts of—25th March 1902 (between the Secretary of State and the Ahmedabad-Dholka Railway Company) for construction.

18th July 1902 (between the Secretary of State and the Bombay, Baroda and Central India Railway Company) for working.

The general conditions of the contracts are as follows—

Government aid—A rebate is allowed up to 10 per cent of the gross earnings of the Bombay, Baroda and Central India and Rajputana-Malwa railways from traffic interchanged with the Ahmedabad-Dholka railway so as to make up an amount equal to interest for the year at the rate of 4 per cent per annum on the actual capital expenditure plus Rs 5,000 per annum towards the Company's office expenses and expenses of management. Land provided free.

Currency of contracts—Government may, by giving 12 months' notice, determine the contracts on the 30th June 1922 or at the end of any subsequent period of ten years, paying the Company in rupees a sum equal to 25 times the average yearly net earnings of the Company during the last preceding three years, but not exceeding by more than 20 per cent the total capital expenditure of the Company, nor being less than such capital expenditure.

Power of Company to surrender contracts—Nil.

Terms of working—The railway is debited with a share of the working expenses of the system (which may include any single item of capital expenditure not exceeding Rs 1,000 classed as a 'Minor Work,' subject to a maximum charge on such account of Rs 20 per mile of line open in each half-year) excluding the 2' and 2' 6" gauge lines, proportionate to its total earnings, but not exceeding 41 per cent of its gross earnings for the year. The net earnings thus arrived at are payable to the Ahmedabad-Dholka Railway Company.

Rates and fares—To be arranged from time to time between Government and the working agency within the maximum and minimum rates and fares in force on the undertaking.

APPENDIX 38—*contd**History of railways constructed and in progress*

[For Index see page 106]

Number ^{Main head 3}_{Sub-heads (a) to (o)} BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*contd.*2 (g) Ahmedabad-Dholka railway (3' 3½" gauge)—*concl'd*

Statistics of working—

TABLE I								TABLE II.	
Calendar year	Capital outlay to end of each year	Gross earnings	Net earnings	Per cent on capital outlay	Rebate from Bombay, Baroda and Central India railway	Total income	Per cent of total income on capital outlay	Earnings per mile per week	Pro of exp to earnings
	Rs	Rs	Rs		Rs	Rs		Rs	
1903	10 13 420	64 261	35 985	3 55		35 985	3 55	45	44 00
1904	10 17 308	99 044	55 465	5 45		55 465	5 45	57	44 00
1905	10 44 995	98 214	57 203	5 47		57 203	5 47	56	41 76

2 (h) Ahmedabad-Parantij railway (3' 3½" gauge)—

Details of construction—

This railway connects Ahmedabad, a station on the Bombay, Baroda and Central India railway, with Idar Road. It is 54.70 miles long. Its construction was sanctioned in 1896 and it was opened in 1897.

Permanent-way—The permanent-way consists of 41½-lb flat-footed steel rails on creosoted pine and deodar sleepers.

Ballast—The line is ballasted with kunkur, sand and stone.

Fencing—Only station yards are fenced.

Curves—The sharpest curve is of 1,146 feet radius.

Gradients—The ruling gradient is 1 in 150.

Terms of contracts—

The Ahmedabad-Parantij railway is worked under the following contracts—

Contracts of—13th March 1896 (between the Secretary of State and the Ahmedabad-Parantij Railway Company) for construction.

4th June 1896 (between the Secretary of State and the Bombay, Baroda and Central India Railway Company) for working.

1st February 1901 (between the Secretary of State and the Bombay, Baroda and Central India Railway Company) as to percentage of working charges.

The general conditions of the contracts are as follows—

Government aid—A rebate is allowed up to 10 per cent of the gross earnings of the Bombay, Baroda and Central India and Rajputana-Malwa railways from traffic interchanged with the Ahmedabad-Parantij railway so as to make up an amount equal to interest for the year at the rate of 4 per cent per annum on the actual capital expenditure, plus Rs 5,000 per annum towards the Company's office expenses and expenses of management. Land provided free.

Currency of contracts—Government may, by giving 12 months' notice, determine the contracts on the 31st December 1917 or at the end of any subsequent period of ten years, paying the Company in rupees a sum equal to 25 times the average yearly net earnings of the Company during the last preceding five years, but not exceeding by more than 20 per cent the total capital expenditure of the Company, nor being less than such capital expenditure, or on the 31st December 1946 paying the Company in rupees an amount equal to the total capital expenditure.

Power of Company to surrender contracts—Nil.

Terms of working—The railway is debited with a share of the working expenses of the system (which may include any single item of capital expenditure, not exceeding Rs 1,000 classed as a 'Minor Work,' subject to a maximum charge on such account of Rs 20 per mile of line open in each half-year) excluding the 2 and 2' 6" gauge lines, proportionate to its total earnings but not exceeding 41 per cent of its gross earnings for the year. The net earnings thus arrived at are payable to the Ahmedabad-Parantij Railway Company.

Rates and fares—To be arranged from time to time between Government and the working agency within the maximum and minimum rates and fares in force on the Rajputana Malwa railway.

Statistics of working—

TABLE I								TABLE II	
Calendar year	Capital outlay to end of each year	Gross earnings	Net earnings	Percentage on capital outlay	Rebate from B, B & C I Ry	Total income	Per cent of total income on capital outlay	Earnings per mile per week	Pro of exp to earnings
	Rs	Rs	Rs		Rs	Rs		Rs	
1896	13,12 752								
1897	19,42,211	69 069	36,665	1 89		36,665	1 89	46	46 92
1898	19 42 971	1,49 790	8,836	4 42		85,836	4 42	33	42 70
1899	19 49,616	2,10,634	1,21,687	6 24		1,21,687	6 24	74	42 23
1900	19 55,305	2 65 10	1,55,952	7 93		1,55 952	7 08	93	41 17
1901	19 49,955	1,77,438	99,365	5 10		99,365	5 10	62	44 00
1902	19,70 012	1,70,794	1,00,785	5 11		1,00 685	5 11	63	40 04
1903	19 88 859	1 50 112	84 063	4 45		84,063	4 45	53	44 00
1904	19 89 045	1 86 227	1 04 287	5 24		1,04 287	5 24	65	44 00
1905	19 91 753	1 98 713	1 15 469	5 80		1 15 469	5 80	70	41 69

APPENDIX 38—contd

History of railways constructed and in progress.

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Number $\frac{\text{Main head 2}}{\text{Sub heads (a) to (c)}}$ BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—contd2 (i) Gaekwar's Mehsana railway (3' 3 $\frac{1}{2}$ " gauge)—

Details of construction—

The total length of this railway is 92.63 miles. It consists of three branches, Mehsana to Kheralu, 27.73 miles, Mehsana to Viramgam, 40.21 miles, and Mehsana to Patan, 24.69 miles. The first branch was opened throughout in 1888 and the other two in 1891.

Besides the above 38.11 miles were sanctioned for construction in 1905.

Permanent-way—The Kheralu and Viramgam branches are laid with 41 $\frac{1}{2}$ -lb flat-footed steel rails on transverse steel and deodar sleepers. The Mehsana-Patan section is laid with 40-lb iron rails on deodar sleepers, except in station yards and for the first 3 miles which are laid with 41 $\frac{1}{2}$ -lb steel rails.

Ballast—The line between Mehsana and Kheralu is ballasted with sand and the rest with kunlur.

Fencing—The whole line, except 41 $\frac{1}{2}$ miles which are fenced by wire, was originally fenced with cactus, but this has in several places been entirely destroyed by floods and locusts and what remains is much broken up.

Curves—The sharpest curve is of 1,910 feet radius.

Gradients—The ruling gradient is 1 in 150.

Terms of contracts—

The railway is the property of the Baroda State and is worked under the following—

Agreement of—1st July 1891 (between the Government of His Highness the Gaekwar of Baroda and the Bombay, Baroda and Central India Railway Company) for working.

Contract of—1st February 1901 (between the Secretary of State and the Bombay, Baroda and Central India Railway Company) as to percentage of working charges.

The terms of working are the same as on the Petlad-Cambay railway (Anand-Tarapur section).

Statistics of working—

TABLE I					TABLE II	
Calendar year	Capital outlay to end of each year	Gross earnings	Net earnings	Per cent on capital outlay	Earnings per mile per week	Pro of exp to earnings
	Rs	Rs	Rs		Rs	
1887	13,55,492	27,890	5,561	0.41	38	30.05
1888	9,16,565	47,502	16,672	1.82	43	61.90
1889	11,18,446	53,730	20,348	1.82	37	61.82
1890	25,44,310	59,241	23,303	0.92	41	60.66
1891	29,04,000	1,94,247	1,05,801	3.61	49	45.53
1892	29,71,610	2,58,963	1,53,005	5.15	54	40.93
1893	30,26,752	3,74,809	1,98,250	6.55	70	41.12
1894	30,94,578	3,79,972	2,36,357	7.64	79	37.79
1895	32,55,044	3,38,444	2,02,410	6.22	70	40.18
1896	32,61,448	4,23,283	2,71,262	8.32	86	35.91
1897	32,63,900	3,39,125	1,18,354	3.63	70	16.58
1898	32,82,612	4,46,491	1,99,052	6.07	72	42.55
1899	32,83,612	3,71,160	2,16,654	6.60	79	42.40
1900	33,91,950	4,28,545	2,36,754	7.17	89	44.75
1901	33,49,911	3,92,227	2,15,111	6.42	81	45.16
1902	33,63,329	3,74,515	1,98,977	5.92	78	46.87
1903	33,78,132	3,47,083	1,77,466	5.25	72	48.87
1904	33,95,778	3,82,249	2,01,906	6.06	79	46.39
1905	34,68,655	4,57,184	2,62,904	7.65	94	41.86

2 (j) Jaipur (Siwai Madhopur) railway (3' 3 $\frac{1}{2}$ " gauge)—

Details of construction—

From Jaipur the Rajputana-Malwa railway is utilized as far as Singanai, from which station this railway actually starts. The open mileage (Singanai to Nawal) is 32.18 miles. It was sanctioned in 1897 and was opened in 1905.

There are 40.67 miles still under construction.

Permanent-way—The permanent-way consists of 41 $\frac{1}{2}$ -lb flat footed steel rails laid on deodar sleepers.

Ballast—The line is ballasted with stone.

Fencing—The line is unfenced except at stations and at points where the line crosses the main road.

Curves—The sharpest curve is of 2,865 feet radius.

Gradients—The limiting gradient is 1 in 250 in the down direction and 1 in 200 in the up direction.

Terms of contract—

These are under consideration.

Statistics of working—

TABLE I					TABLE II	
Calendar year	Capital outlay to end of the year	Gross earnings	Net earnings	Per cent on capital outlay	Earnings per mile per week	Proportion of expenses to earnings
	Ps	Rs	Ps		Rs	
1905	27,57,443	12,299	6,779	0.25	52	44.88

2 (k) Palanpur-Deesa railway (3' 3 $\frac{1}{2}$ " gauge)—

Details of construction—

This railway is 17.28 miles long. Its construction was sanctioned in 1892 and it was opened in 1893.

Permanent-way—The permanent way consists of 40 lb flat footed iron rails, except in station yards and the first 3 miles of line which are laid with 11 $\frac{1}{2}$ -lb steel rails. The rails are laid on Denham-Olpherts' plate, cast iron pot, and steel dish cover sleepers.

APPENDIX 38—*contd.**History of railways constructed and in progress*

[For Index see page 106]

Number ^{Main head 2} _{Sub heads (a) to (c)} **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*contd.***

2 (A) Palanpur-Deesa railway (3' 3½" gauge)—*concl'd***Details of construction—*concl'd****Ballast*—The line is ballasted with stone and sand.*Fencing*—The line is fenced throughout*Curves*—The sharpest curve is of 1,910 feet radius*Gradients*—The ruling gradient is 1 in 150**Terms of contracts—**

The railway is worked under—

Terms contained in letter No. 44 Ry, dated the 30th March 1892, from the Government of India to the Secretary of State, and letter No. 62 Ry, dated the 23rd June 1892, from the Secretary of State to the Government of India

Contract of—1st February 1901 (between the Secretary of State and the Bombay, Baroda and Central India Railway Company) as to percentage of working charges

The general conditions are as follows—

Government aid—The line is owned jointly by Government and the Palanpur Durbar

Currency of contract—The contract is coterminous with the Company's contract for working the Rajputana-Malwa railway. In the event of the line being extended, Government can terminate the contract on giving the Company six months' notice

Power of Company to surrender contract—Nil

Terms of working—The railway is debited with a share of the working expenses of the system, excluding the 2' and 2' 6" gauge lines, in proportion to the total earnings of the Palanpur-Deesa railway, the net earnings thus arrived at in any half-year being divided between Government and the Palanpur Durbar in proportion to the capital provided by each after excluding from the Government capital the sum of Rs 25,117, the extra expenditure incurred in providing a 5' 6" gauge sub structure

Rates and fares—Same as on the Rajputana Malwa railway**Statistics of working—**

TABLE I

TABLE II.												
Calendar year	PALANPUR DEESA (NATIVE STATE SECTION)				PALANPUR DEESA (BRITISH SECTION)						Earnings per mile per week	Pro of exp to earnings.
	Capital outlay to end of each year	Gross earnings	Net earnings	Per cent on capital outlay	Capital outlay to end of each year	Gross earnings	Net earnings	Per cent on capital outlay	Interest	Gain or loss to the State		
	Rs	Rs	Rs		Rs	Rs	Rs		Rs	Rs		
1892	20,000				40,746				1,091	-1,091		
1893	1,85,000	2,255	1,330	0.72	1,78,953	2,181	1,110	0.63	5,371	-4,261	33	44.87
1894	1,85,000	17,381	11,365	6.14	2,14,601	20,163	11,761	5.49	8,783	+2,993	41	38.45
1895	1,85,000	17,613	11,383	6.13	2,15,374	20,509	11,512	5.35	8,978	+3,134	42	40.17
1896	1,85,000	22,864	14,101	7.62	2,32,746	28,760	15,072	6.47	9,149	+5,933	57	43.50
1897	1,85,000	19,133	10,883	5.88	2,33,264	24,131	12,213	5.25	9,305	+2,908	48	46.55
1898	1,85,000	16,893	10,334	5.59	2,33,264	21,306	11,628	4.99	9,331	+2,297	43	42.50
1899	1,85,000	19,739	12,102	6.54	2,33,264	24,809	13,618	5.84	9,300	+1,288	50	42.37
1900	1,85,000	21,084	14,233	7.70	2,33,264	26,585	12,616	5.41	9,330	+3,286	53	43.66
1901	1,85,000	16,279	9,375	5.07	2,33,264	20,526	10,548	4.52	9,330	+1,213	41	45.87
1902	1,85,000	14,777	8,109	4.50	2,36,706	18,913	8,430	3.52	9,108	-1,078	37	47.01
1903	1,85,000	13,011	7,423	4.01	2,37,069	16,001	7,693	3.33	9,432	-1,534	33	46.47
1904	1,85,000	12,797	7,250	3.94	2,37,069	16,993	8,349	3.20	9,174	-1,134	32	46.13
1905	1,85,000	16,390	9,169	5.12	2,37,069	18,783	10,518	4.58	9,172	+1,376	39	42.24

2 (2) Rajputana-Malwa railway (3' 3½" gauge)—

The Maharaja Holkar lent the British Government one hundred lakhs of rupees at 4½ per cent per annum for the construction of the Khandwa-Indore section, and is entitled to a moiety of surplus profits

The Maharaja Scindia lent the British Government seventy-five lakhs of rupees at 4 per cent per annum for the construction of the Indore-Neruch section and the branch to Ujjain

The Cawnpore Achnera line was leased to the Bombay, Baroda and Central India Railway Company on the 1st October 1886, and is now treated as an integral part of the Rajputana-Malwa railway

The Rajputana-Malwa railway system has been worked by the Bombay, Baroda and Central India Railway Company since the 1st January 1885

Details of construction—

The open mileage of the Rajputana-Malwa railway is 1,782.38 miles. It is made up of the following sections—
(1) *Rajputana section*, main line (Delhi to Ahmedabad), 539.37 miles, Rewari-Bandikui Phulera loop 173.89 miles; and branches, 139.28 miles, (2) *Malwa section*, main line (Khandwa to Ajmer), 39.19 miles, branch, 14.28 miles, (3) *Cawnpore-Achnera section*, main line (Cawnpore to Achnera), 239.17 miles, branches, 21.33 miles, (4) *Rewari-Fazilka section*, 261.57 miles

The Rajputana section was sanctioned in 1870 and was opened in 1881, the Malwa section was sanctioned in 1872, opened in 1881, the Cawnpore-Achnera section was sanctioned in 1874, opened in 1884, and the Rewari-Fazilka section was sanctioned in 1881, opened in 1885. 2.92 miles of the line are double track

Permanent-way—The Rajputana section is laid with 50 lb flat-footed steel rails on deodar sleepers. The Malwa section has mixed 40-lb non, 41½-lb and 50-lb steel flat-footed rails on deodar sleepers. The Cawnpore-Achnera section has 41½-lb and 50 lb steel rails on deodar sleepers. The Rewari-Fazilka section has 41½-lb steel rails on deodar sleepers.

APPENDIX 38—*contd.**History of railways constructed and in progress.*

[For Index see page 106]

Number $\frac{\text{Main head 2}}{\text{Sub-heads (a) to (o)}}$ BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*contd.*2 (7) Rajputana-Malwa railway (3' 3 $\frac{3}{4}$ " gauge)—*contd.*Details of construction—*conold**Ballast*—The line is ballasted throughout with stone, kunkur, sand and hard quartz*Fencing*—The total length of line fenced on the Rajputana section is 669 miles. The Malwa section is fenced for 93 $\frac{1}{2}$ miles and at stations. The Cawnpore-Achnera section is fenced on both sides for 145 $\frac{1}{2}$ miles on the main line, except for 7 $\frac{1}{2}$ miles which are fenced on one side only. The Soron branch is fenced for 3 $\frac{1}{2}$ miles and the Brindaban branch for 3 $\frac{1}{2}$ miles. The Rewari-Bhatinda-Fazilka section is fenced for about 113 $\frac{1}{2}$ miles and at stations. On the Rewari Phulera section only the Narnaul station yard is fenced.*Curves*—The sharpest curve is of 600 feet radius.*Gradients*—The ruling gradient is 1 in 150, except on the Malwa section between Kbandwa and Kalakhund where it is 1 in 100 and between Kalakhund and Patal Pan where it is 1 in 40.*Terms of contracts*—

The Rajputana-Malwa and Godhra-Rutlam Nagda railways are worked together as one undertaking under the following contracts—

Contracts of—24th September 1884—The original contract (between the Secretary of State and the Bombay, Baroda and Central India Railway Company) for maintaining and working the Rajputana Malwa railway

16th March 1888—Contract supplemental to that of 1884 for maintaining and working the Cawnpore-Achnera railway as a part of the Rajputana-Malwa railway

8th November 1889—Contract supplemental to those of 1884 and 1888 for maintaining and working the Brindaban branch as a part of the Cawnpore-Achnera railway

5th October 1893—Supplemental to the original contract for maintaining and working the Godhra-Rutlam railway as a part of the Rajputana-Malwa railway

1st October 1897—Supplemental to those of 1884 and 1893 for maintaining and working the Rutlam-Nagda railway as a part of the Godhra-Rutlam railway

1st February 1901—Supplemental to those of 1881 and 1888 modifying the terms as to the division of working expenses

The general conditions of the contracts are as follows—

Government aid—The line is the property of Government*Currency of contracts*—The duration of the contracts is up to the 31st December 1905*Power of company to surrender contracts*—Nil*Terms of working*—The working expenses of the system (which may include any single item of capital expenditure not exceeding Rs 1,000 classed as a 'Minor Work' subject to a maximum charge on such account of Rs 20 per mile of line open in each half-year, and a payment of Rs 40 for every mile of line open to traffic to be made half-yearly to Government for supervision), excluding 2' and 2' 6" gauge lines, are pooled, and divided between the component parts of the system in proportion to the gross earnings of each. The net earnings thus arrived at of the Rajputana-Malwa, 3' 3 $\frac{3}{4}$ " gauge, and Godhra-Rutlam-Nagda, 5' 6" gauge, railways, are paid in full to Government.*Rates and fares*—Maximum and minimum rates and fares have been fixed within which the Company is authorised to vary the rates*Statistics of working*—

TABLE I (including the Godhra Rutlam Nagda railway)

Calendar year	Capital outlay to end of each year	Gross earnings	Net earnings	Per cent on capital outlay	Interest	Company's share of net earnings	Gain or loss to the State
	Rs	Rs	Rs		Rs	Rs	Rs
1879	7,06,47 354	38,64,997	15,41,903	2 18	28,43,439		-13,01,536
1880	8 38 87 014	59,12,511	17,33,711	2 07	35,81,419		-18,47,785
1881	9 30,43,645	94 70,410	35,96,014	3 86	37,45,505		-1,52,461
1882	9 91 83 913	1 14 82 614	52,84,668	5 31	38,74,919		+14 09,749
1883	11,08,57,933	1,35,61,166	63,32,203	5 72	40,71,863		+22,64,400
1884	11,92 03 595	1 46 20 446	61,92,677	5 19	43,90,548		+18,02,129
1885	12 22 63 117	1,73 00 501	79 71,964	6 52	49,10 379		+30,61,585
1886	12,60,59 107	1,82,99 610	89,55,549	6 99	51,72 731	6,28,054	+31,51,764
1887	12 8 69 487	1,65,28 203	81,24,547	6 31	51,86,578	5,06,190	+24,31,779
1888	12,96 59 656	1,86,14 714	96,31,727	7 43	52,27,945	4,99,903	+39,04,174
1889	13,02 53 556	1 99,30 005	91,32,783	7 01	52,48,893	8,56,110	+30,27,785
1890	13 00,01,510	1,74 28 281	86,42 525	6 65	52,61,288	6,57,951	+27,23,266
1891	13,17 20 440	2,17 89 570	1,23,17,065	9 35	53,13,844	8,78,835	+61,24,386
1892	14,34 21,072	2 24 60,454	1,32,14,774	9 21	56,14,176	13,45,763	+62,51,835
1893	14,30 06,325	2,26,33,265	1,33,25,640	9 32	57,00,603	13,24,918	+62,99,914
1894	14 72 89 588	2,51,44,200	1,54,75,342	10 51	58,77,844	15,63,148	+60,34,350
1895	15,55,56,871	2,45 42 974	1,44,02,358	9 26	59,78,606	16,21,635	+68 02,117
1896	15 01 08 948	2 10 21 002	1,13 79,807	7 57	60,63 242	9 93 351	+43,23,214
1897	14 94,51 054	1,84 74 958	1,00,97,008	6 76	60,48,581	5,09,720	+55,38,707
1898	15,03,74,730	2 23,17,315	1,19,05,991	7 91	60,77,309	9,53,967	+48,74,715
1899	15,14 26,773	2,60,94 541	1,47 30,148	9 73	60,92,658	9,92,364	+76,45,126
1900	15 31,25,211	2 91 75 054	1,60,55,040	10 48	61,35,151	21,67,610	+77,52,289
1901	15 49 58 624	2 78 02 295	1,45,89,645	9 65	61,89,498	13,785	+86,86,362
1902	15 61 35 445	2,58 96 694	1,36 25,409	8 71	62,89,315		+74,55,094
1903	15,78,84,717	2,27,25,664	1,12,42,360	7 18	62,84,957	5,644	+50,51,759
1904	16 17 31 653	2 33 65,288	1,21,57,833	7 32	64,55,047		+57,02,786
1905	16,23,49,528	2,81,44,213	1,62,29,896	9 97	64,41,437		+97,83,459

APPENDIX 38—contd.

History of railways constructed and in progress.

[For Index see page 106]

Number ^{Main head 2} _{Sub heads (a) to (o)} BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—contd

2 (i) Rajputana-Malwa railway (3' 3½" gauge)—concl'd

Statistics of working—concl'd

TABLE II

Calendar year	Rajputana Malwa, 3' 3½"		Holkar and Sindh Neemuch, 8' 3½"		Western Rajputana, 3' 3½"		Rewari Ferozepore, 3' 3½"		Muttra Hathras, 3' 3½"		Cawnpore Farukhabad, 3' 3½"		Muttra Achnera, 3' 3½"		Cawnpore Achnera, 3' 3½"		Godhra Ratlam Nagda, 5' 6"	
	Earnings per mile per week	Pro of exp to earnings	Earnings per mile per week	Pro of exp to earnings	Earnings per mile per week	Pro of exp to earnings	Earnings per mile per week	Pro of exp to earnings	Earnings per mile per week	Pro of exp to earnings	Earnings per mile per week	Pro of exp to earnings	Earnings per mile per week	Pro of exp to earnings	Earnings per mile per week	Pro of exp to earnings	Earnings per mile per week	Pro of exp to earnings
1873	Rs 32	96 59	Rs 60	84 02														
1874	69	80 37	123	91 71														
1875	93	64 04	99	92 87					108	58 18								
1876	114	65 40	86	76 86					53	57 74								
1877	130	67 49							66	51 86								
1878	136	61 97	122	67 50					65	53 33								
1879	153	66 74	128	74 53	86	86 08			83	51 97								
1880	152	66 88	118	74 74	151	85 19			89	57 35	18	233 15						
1881	189	60 41	132	69 11					90	69 19	65	69 76	39	89 01				
1882	183	53 07							81	76 07	80	67 36	57	86 42				
1883	219	52 18					75	81 28	Included with Cawnpore Achnera						80	63 98		
1884	223	56 92					96	67 28							81	69 17		
1885	224	52 81													70	87 87		
1886	212	50 27																
1887	191	50 84																
1888	215	48 26																
1889	230	45 82																
1890	200	50 41																
1891	21	43 47																
1892	257	41 01																
1893	250	41 12														50	41 61	
1894	255	38 19														106	40 64	
1895	269	46 29														181	57 01	
1896	227	41 35														189	63 27	
1897	212	46 60														146	72 02	
1898	241	47 83														181	51 14	
1899	295	42 06														172	53 34	
1900	317	43 18														219	46 84	
1901	313	46 29														156	45 15	
1902	291	47 54														140	46 27	
1903	253	49 16														147	48 29	
1904	260	47 63														158	47 62	
1905	296	42 95														224	42 78	

2. (m) Vijapur-Kalol-Kadi railway (3' 3½" gauge)—

Details of construction—

This railway is 41.37 miles long. Its construction was sanctioned in 1899 and it was opened in 1903.

Permanent way—16 miles are laid with 41½ lb flat-footed steel rails and 25 miles with 40-lb flat-footed iron rails on deodar sleepers.*Ballast*—The line is ballasted with broken stone and shingle.*Fencing*—Only station yards and 11.97 miles of the Vijapur-Kalol section are fenced.*Curves*—The sharpest curve is of 3,820 feet radius.*Gradients*—The ruling gradient is 1 in 150.

Terms of contracts—

The railway is the property of the Baroda State and is worked under the following—

Agreement of—23rd November 1903 (between the Government of His Highness the Gaekwar of Baroda and the Bombay, Baroda and Central India Railway Company) for working.*Contract of*—1st February 1901 (between the Secretary of State and the Bombay, Baroda and Central India Railway Company) as to percentage of working charges.

The terms of working are the same as on the Petlad-Cambay railway (Anand-Tarapur section).

Statistics of working—

TABLE I

TABLE II

Calendar year	Capital outlay to end of each year	Gross earnings	Net earnings	Per cent on capital outlay	Earnings per mile per week	Pro of exp to earnings
1899	Rs 7,534	Rs	Rs		Rs	
1900	29,885					
1901	6,60,716					
1902	10,47,188	19,514	9,226	1.18	23	52.72
1903	11,84,46	56,916	28,752	2.43	81	49.43
1904	13,35,402	74,572	40,083	3.00	35	46.25
1905	18,19,786	87,131	50,496	3.83	40	42.05

APPENDIX 38—*contd.**History of railways constructed and in progress*

[For Index see page 106]

Number ^{Main head 3}_{Sub heads (a) to (e)} BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*contd.*

2 (n) Gaekwar's Dabhoi railway (2' 6" gauge)—

Details of construction—

The total length of the railway is 94.49 miles. It consists of three sections, Miyagam to Chhindod, 30.62 miles, Dabhoi to Bodeli, 22.41 miles, and Dabhoi to Masor Road, 41.46 miles. The construction of these sections was first sanctioned in 1872, 1877 and 1879, respectively, and they were opened throughout in 1879, 1890 and 1904, respectively.

Permanent way—The line is laid with 31-lb. flat-footed steel rails on wooden sleepers, but there are still about 5 miles of 28-lb. iron rails in the road.

Ballast—The line is chiefly ballasted with sand.

Fencing—The line is practically unfenced except in station yards.

Curves—The sharpest curve is of 500 feet radius.

Gradients—The ruling gradient is 1 in 400, with small lengths of 1 in 200 and 1 in 300.

Terms of contracts—

The line is owned by the Baroda State and worked under—

Agreement of—1st January 1897 (between the Government of His Highness the Gaekwar of Baroda and the Bombay, Baroda and Central India Railway Company) for working.

The general conditions of the agreement are as follows—

Government and—Nil. The line is the property of the Baroda State.

Currency of agreement—The agreement may be terminated at any time on one year's notice from either side to expire on the 30th June or 31st December.

Terms of working—The Company work the railway at actual cost, plus 12½ per cent of total working expenses (but not less than Rs. 500 per mensem or more than Rs. 500 per mensem, in a half-year) for superintendence.

Rates and fares—The rates and fares are fixed from time to time by the Company with the approval of His Highness' Government, and as far as possible must conform generally with those in force on the Bombay, Baroda and Central India railway.

Statistics of working—

TABLE I					TABLE II			REMARKS
Calendar year	Capital outlay to end of each year	Gross earnings	Net earnings	Per cent on capital outlay	Calendar year	Earnings per mile per week	Pro. of exp. to earnings	
	Rs.	Rs.	Rs.			Rs.		
1879	9,62,450	72,083	31,608	3.28	1873	21	98.34	
1880	11,65,510	1,23,825	65,193	5.59	1874	32	75.78	
1881	12,57,418	1,41,233	48,819	3.88	1875	33	78.11	
1882	12,78,942	1,44,022	46,717	3.66	1876	38	75.35	
1883	12,73,630	1,16,970	38,585	3.05	1877	45	78.20	
					1878	43	62.42	
					1879	46	56.15	
1884	12,60,174	1,49,091	48,560	3.80	1880	51	49.44	
1885	13,11,229	1,52,283	55,623	4.24	1881	46	65.41	
1886	13,58,502	1,53,699	39,393	2.90	1882	47	67.54	
1887	13,46,259	1,56,352	47,330	3.52				
1888	13,74,295	1,45,757	43,854	3.19	1883	48	73.75	
					1884	49	67.43	
					1885	50	63.47	
					1886	50	74.37	
1889	16,10,398	1,42,989	49,393	3.07	1887	51	69.73	
1890	17,53,877	1,94,028	74,570	4.25				
1891	17,91,157	2,01,165	68,126	3.80	1888	48	69.91	
1892	18,47,403	3,33,609	1,06,510	5.77	1889	47	65.15	
1893	18,55,158	2,52,106	1,32,507	7.14	1890	57	61.76	
					1891	54	66.13	
					1892	64	55.36	
1894	18,88,774	2,40,316	95,429	5.05	1893	68	47.44	
1895	19,08,757	2,34,473	96,764	5.02	1894	65	60.29	
1896	20,74,746	2,58,788	1,25,657	6.06	1895	63	58.73	
1897	21,08,574	2,20,301	50,349	2.42	1896	69	51.44	
1898	21,16,491	2,10,240	26,592		1897	56	76.94	
					1898	51	112.65	
1899	21,17,586	2,45,974	87,571	4.14	1899	60	64.40	
1900	21,17,228	2,35,281	61,603	2.44	1900	57	73.82	
1901	21,14,302	2,53,936	73,427	3.47	1901	62	71.08	
1902	22,34,829	2,22,573	76,367	3.62	1902	54	65.69	
1903	23,60,528	2,60,550	7,467	0.32	1903	60	97.13	The decrease in net earnings in 1903 was due principally to the cost of 3 engines having been charged to Revenue
1904	24,64,882	2,98,906	1,26,426	5.13	1904	65	57.70	
1905	24,72,909	3,72,167	2,04,004	8.25	1905	76	45.23	

APPENDIX 38—*contd.**History of railways constructed and in progress*

[For Index see page 106]

Number ^{Main head 2}_{Sub-heads (a) to (e)} BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*contd.*

2 (o) Rajpipla railway (2' 6" gauge)—

Details of construction—

This line, which connects Ankleswar with Nandod, is 37.37 miles long. Its construction was sanctioned in 1894 and it was opened in 1899.

Permanent-way—The line is laid with 41½-lb flat-footed steel rails on half-round jungle teak sleepers.

Ballast—The line is chiefly ballasted with coarse river sand.

Fencing—Only the station yards and small lengths at miles 4 and 9 are fenced.

Curves—The sharpest curve is of 1,432 feet radius.

Gradients—The ruling gradient is 1 in 150.

Terms of contracts—

The line is owned by the Rajpipla State and is worked under—

Agreement of—19th March 1900 between the Rajpipla State and the Bombay, Baroda and Central India Railway Company.

The general conditions of the agreement are as follows—

Government aid—Nil. The line is the property of the Rajpipla State.

Currency of agreement—The agreement may be terminated by either party on the expiration of three years or at the end of any calendar half-year thereafter, on one year's notice from either side.

Terms of working—The Rajpipla State is debited with the actual cost of working, and in addition one per cent on the net earnings of the Rajpipla railway as contribution to the Provident Fund and 12½ per cent on total working expenses (but not less than Rs 300 per mensem or more than Rs 800 per mensem) for superintendence.

Rates and fares—To be fixed from time to time by the Company with the approval of the Rajpipla State, and to conform with those generally in force on the Bombay, Baroda and Central India railway.

Statistics of working—

Calendar year	TABLE I				TABLE II	
	Capital outlay to end of each year	Gross earnings	Net earnings	Per cent on capital outlay	Earnings per mile per week	Pre. of exp to earnings
	Rs	Rs	Rs		Rs	
1894	12,674					
1895	77,263					
1896	4,00,141					
1897	7,55,792	5,705	—6,531		11	214.53
1898	11,03,333	10,624	—9,172		11	186.53
1899	13,07,820	75,809	8,478	0.65	22	76.32
1900	13,10,159	49,463	12,139	0.93	25	75.46
1901	13,06,822	47,182	10,467	0.80	24	77.77
1902	13,05,415	38,726	10,131	0.78	20	73.84
1903	13,01,281	44,830	10,674	0.82	23	76.19
1904	13,04,522	49,207	16,890	1.29	25	62.68
1905	13,01,522	62,017	28,191	2.16	32	51.54

Number ^{Main head 3}_{Sub-heads (a) to (d)} EASTERN BENGAL (STATE) RAILWAY SYSTEM—

Lines comprising the system—The Eastern Bengal (State) railway system is made up of—

	Open line Miles	Under construction or sanctioned for construction Miles	Total Miles
(a) Eastern Bengal (State) railway, Eastern, Southern and Central sections (5' 6" gauge)	497.95	11.00	508.95
(b) Eastern Bengal (State) railway, Northern, Behar, Dacca and Kanna Dhabri sections (3' 3½" gauge)	682.00	263.12	945.12
(c) "branches" and British section of — — — — — Kurigram (2' 6" gauge)	55.03		55.03
(d) Mymensingh Jamalpur Jagannath	50.69		50.69
(e) Cooch Behar railway (2' 6" gauge)	33.60		33.60
Total	1,319.27	274.12	1,593.39

Running powers—

Foreign line over home line	—		
East Indian railway	{ Nalhati to Bruce Bridge Junction Canal Junction to Chitpore }	for goods trains only	{ 82.75 1.75 84.50

3 (a) Eastern Bengal (State) railway, Eastern, Southern and Central sections (5' 6" gauge)—

Details of construction—

The open mileage of the standard gauge portion of this system amounts to 497.95 miles, which may be divided into (1) *Eastern section*, main line, 145.07 miles, branches, 154.37 miles, (2) *Southern section*, main line, 29.20 miles, branches, 41.62 miles, (3) *Central section*, main line, 104.51 miles, branches, 23.18 miles. There are 112.21 miles of double line. Besides the above there are under construction 8.75 miles of single, and 2.25 miles of double line, and 2.99 miles of double line are being quadrupled.

APPENDIX 38—*contd**History of railways constructed and in progress.*

[For Index see page 106]

Number ^{Main head 3}_{Sub heads (a) to (d)} EASTERN BENGAL (STATE) RAILWAY SYSTEM—*contd*3 (a) Eastern Bengal (State) railway, Eastern, Southern and Central sections (5' 6" gauge)—*concl'd*Details of construction—*concl'd*

Sanction was first given to the construction of the above mentioned sections of the Eastern Bengal (State) railway in 1859, 1862 and 1881, respectively, and they were opened throughout in 1871, 1863 and 1884

Permanent way—The permanent way on the double line portion of the Eastern section consists of 73 lb and 75-lb double headed steel rails, with Denham-Olpherts' cast iron sleepers, except on the length between Calcutta and Naihati which is laid with 85 lb bull-headed steel rails, with sal and jurah sleepers at the joints. The single line portion of the Eastern section is also laid chiefly with 73-lb and 75 lb double headed steel rails, the greater part on Denham and Olpherts' cast iron sleepers and the remainder on cast iron bowl and sal wood sleepers. The Murshidabad branch is laid with 75-lb now pattern flat-footed steel rails on sal sleepers.

The double line portion of the Southern section and the Budgo Budgo branch are laid with 73 lb double-headed steel rails on Denham and Olpherts' cast iron sleepers. The single line of the Southern section consists of 72 lb and 73-lb double headed iron and steel rails mostly on Denham and Olpherts' cast iron sleepers. The Diamond Harbour branch is laid with 64 lb and 73-lb double-headed steel rails mostly on Denham and Olpherts' cast iron sleepers.

The Central section is laid with flat footed steel rails 62 lbs to the yard on sal sleepers.

Ballast—The main line is ballasted throughout with brick ballast. Where 85 lb bull-headed rails have been laid, brick ballast has been replaced by stone, and it is intended to stone ballast all track laid with 85-lb rails.

Fencing—The whole of the Eastern section is fenced, except between Pinchooria Junction and Gorulondo, and the Faridpur branch. The Southern section is fenced as far as Sonarpur, beyond Sonarpur to Canning there is no fencing. The Diamond Harbour and Budgo Budgo branches are fenced. The Central section is fenced throughout.

Curves—The sharpest curve is of 1,000 feet radius.

Gradients—The ruling gradient is 1 in 300.

Terms of contracts—*Nil*. The line is owned and worked by the State.

Statistics of working—See pages 125 and 126.

3 (b) Eastern Bengal (State) railway, Northern, Behar, Dacca and Kaunia-Dhubri sections (3' 3½" gauge)—

Details of construction—

The metre gauge section comprises an open mileage of 682.00 miles and may be divided into (1) *Northern section* main line, 196.85 miles, branches, 116.46 miles, (2) *Behar section*, main line, 84.86 miles, branches, 102.42 miles, (3) *Dacca section*, 85.92 miles, (4) *Kaunia Dhubri section*, main line, 51.02 miles and extension, 1.47 miles.

In addition to the above 263.12 miles are under construction.

Sanction was first given to the construction of the above mentioned sections in 1871, 1881, 1882 and 1899, respectively, and they were opened through in 1878, 1889, 1885 and 1902.

Permanent way—The permanent-way consists of flat footed steel rails, weighing 50 lbs and 11½ lbs per yard, on sal sleepers. On the Northern section, Sura to Siliguri, and the Brahmaputra-Sultanpur branch and on the Kaunia-Bonarpur extension of the Kaunia-Dhubri section, the rails are 50 lb. On the Behar and Kaunia-Dhubri sections, Manihari ghat to Dhubri, the greater part of the rails are 50-lb, and the remainder are 41½-lb. On the Kosi branch and the Dacca section the rails are all 41½-lb. On the Barsoi-Kissengunge branch the rails are mostly flat-footed iron, 40 lbs per yard, the remainder being 41½-lb steel. The sleepers are mostly sal, but there are also metal sleepers of various types.

Ballast—The whole of the line, except the portion from Golakganj Junction to Dhubri and the Kaunia-Bonarpur extension, is ballasted or shortly to be ballasted. The ballast is brick, stone and shingle.

Fencing—The whole of the 3' 3½" gauge lines are fenced except the Brahmaputra-Sultanpur and Barsoi-Kissengunge branches, the Kaunia-Bonarpur extension and the portions from Golakganj Junction to Dhubri and Dacca to Mymensingh.

Curves—The sharpest curve is of 1,416 feet radius.

Gradients—The ruling gradient is 1 in 200.

Terms of contracts—The line is owned and worked by the State.

Statistics of working—See pages 125 and 126.

3 (b) Eastern Bengal (State) railway, Ranaghat-Krishnagar and Teesta Kurigram branches, and the British section of the Santirabari extension (2' 6" gauge)—

The Teesta-Kurigram branch was originally a portion of the 2' 6" gauge lines from Teesta Junction to Mogulhat in Jajrapur, known as the Kaunia Dhubri branch. The line from Teesta Junction to Mogulhat has been converted to the 3' 6½" gauge to form an integral part of the "Kaunia-Dhubri section". The line from Kurigram to Jajrapur has been abandoned. The Ranaghat-Krishnagar branch has been amalgamated with the Eastern Bengal (State) railway system from 1st July 1904.

Details of construction—

The Ranaghat Krishnagar branch is 20.25 miles long. Its construction was sanctioned in 1895 and it was opened in 1899.

The Teesta-Kurigram branch is 14.99 miles long, it was opened in 1881.

The British section of the Santirabari extension of the Cooch Behar State railway is 19.79 miles long. Its construction was sanctioned in 1897 and it was opened in 1901.

Permanent way—On the Ranaghat-Krishnagar and Teesta-Kurigram branches the rails are flat footed steel, 25 lbs per yard, the sleepers are pyunkado and sal. On the Santirabari extension the rails are flat-footed iron, 40 lbs per yard and flat-footed steel, 41½ lbs per yard, laid on sal sleepers.

Ballast—The Ranaghat Krishnagar branch is brick ballasted, the Teesta-Kurigram branch is not ballasted, and the Santirabari extension is now being ballasted with stone.

Fencing—No lines on the 2' 6" gauge are fenced.

Curves—The sharpest curve is of 500 feet radius.

Gradients—No grade on the Ranaghat-Krishnagar and Teesta-Kurigram branches exceeds 1 in 200. On the Santirabari extension the ruling gradient is 1 in 100, and there is a short grade of 1 in 50 near the terminus (Jaanti).

Terms of contracts—The line is owned and worked by the State.

Statistics of working—See pages 125 and 126.

APPENDIX 38—contd.

History of railways constructed and in progress.

[For Index see page 106]

Number ^{Main head 3} Sub heads (a) to (d) EASTERN BENGAL (STATE) RAILWAY SYSTEM—contd.

3 (a) and (b) Eastern Bengal (State) railway (5' 6", 3 3/8" and 2' 6" gauge sections)—contd.

Statistics of working—

TABLE I

Calendar year	Capital outlay to end of each year	Gross earnings	Net earnings	Percentage on capital outlay	Interest	Annuity	Company's share of surplus profits	Gain or loss to the State	REMARKS
	Rs	Rs	Rs		Rs	Rs	Rs	Rs	
1879	6,27,44,476	60,22,22	25,79,314	4.14	28,51,165		2,67,326	-6,39,177	
1880	6,32,72,354	66,91,060	33,75,186	5.33	29,27,692		3,34,950	-87,46	
1881	6,39,51,905	75,05,736	42,86,406	6.70	28,50,922		8,24,125	+6,11,359	
1882	6,50,12,546	85,79,404	47,14,459	7.26	27,97,607		9,97,329	+10,29,523	
1883	7,01,87,023	80,73,465	41,10,716	6.70	29,48,783		4,93,223	+12,63,710	
1884	6,58,68,040	78,12,979	24,80,526	3.77	15,92,486	3,50,920		+5,37,120	
1885	7,31,60,273	72,37,916	25,25,336	3.45	21,82,794	7,22,920		-3,50,378	
1886	8,06,56,752	89,73,918	30,89,770	3.86	24,34,239	19,04,750		-12,49,269	
1887	8,11,53,166	91,30,397	45,04,783	5.55	41,71,008	14,90,152		-11,56,378	
1888	8,59,09,659	1,01,19,710	55,27,424	6.44	28,84,744	20,11,011		+6,10,669	
1889	8,97,71,516	1,11,71,674	61,91,625	7.01	30,18,703	20,43,953		+11,28,969	
1890	10,00,69,676	1,14,78,382	60,70,323	6.07	30,96,150	18,14,110		+11,60,063	
1891	10,31,46,023	1,26,75,440	65,32,100	6.33	33,97,743	17,57,621		+13,82,736	
1892	10,47,47,479	1,15,56,446	62,38,77	5.83	33,86,181	16,58,922		+6,93,624	
1893	10,68,29,000	1,20,51,147	67,35,198	6.21	39,57,310	16,19,185		+10,32,643	
1894	10,73,52,185	1,10,15,726	87,53,559	7.78	41,01,624	18,91,850		+23,60,035	
1895	10,71,92,132	1,15,09,739	89,74,174	8.37	41,50,415	18,77,565		+29,51,494	*Represents payment made to the Brahma and Sultana Branch Railway Company up to 1st April 1904, on account of surplus profits and other adjustments.
1896	10,97,80,613	1,20,81,670	96,02,996	8.20	41,06,132	17,56,150		+31,40,004	
1897	11,47,61,205	1,47,67,233	90,60,612	7.02	42,89,503	16,58,278		+21,26,831	
1898	11,78,54,619	1,47,17,879	83,35,064	7.07	42,89,556	15,79,020		+23,00,683	
1899	12,16,49,777	1,56,12,476	83,07,083	6.82	45,00,276	15,22,391		+22,38,416	
1900	12,58,59,617	1,71,09,460	92,46,124	7.35	47,02,516	15,67,769		+29,77,139	
1901	13,19,95,226	1,65,99,440	83,09,281	6.29	41,11,665	23,37,123		+18,59,493	
1902	13,99,82,381	1,78,97,095	91,18,840	6.54	41,25,883	23,70,895		+23,97,562	
1903	14,91,79,763	1,81,52,420	88,57,094	5.94	47,19,867	23,37,377		+18,12,850	
1904	15,89,84,515	1,94,67,008	88,23,372	5.55	50,38,905	23,38,927	*33,597	+14,16,915	
1905	19,29,72,987	2,03,73,194	96,19,404	4.98	56,28,338	23,83,730		+16,57,886	

TABLE II

Calendar year	J (a) EASTERN, SOUTHERN AND CENTRAL SECTIONS				3 (b) NORTHERN, BEHAR AND DACCA SECTIONS									
	Eastern Southern and Central sections (5' 6" gauge)		Calcutta and South Eastern section (5' 6" gauge)		Northern Bengal (State) (3' 3 3/8" gauge)		Kannia Dharilla (2' 6" gauge)		Northern Behar and Kannia Dharilla sections including the Kanaghat Kishinagar and Teesta Kurigram branches and the British section of the Banahati extension (3' 3 3/8" and 2' 6" gauges)		Dacca section (3' 3 3/8" gauge)			
	Earnings per mile per week	Pro of exp to earnings	Earnings per mile per week	Pro of exp to earnings	Earnings per mile per week	Pro of exp to earnings	Earnings per mile per week	Pro of exp to earnings	Earnings per mile per week	Pro of exp to earnings	Earnings per mile per week	Pro of exp to earnings	Earnings per mile per week	Pro of exp to earnings
	Rs		Rs		Rs		Rs		Rs		Rs		Rs	
1862	91	55.59	36	123.39										
1863	149	43.43	48	131.07										
1864	176	53.67	53	137.03										
1865	233	46.98	70	114.32										
1866	243	41.05	79	118.9										
1867	279	48.71	64	133.66										
1868	308	46.33	60	173.12										
1869	313	50.29	55	145.54										
1870	335	55.60	55	104.88										
1871	270	56.01	40	90.82										
1872	314	66.60	40	92.07										
1873	347	49.03	70	102.56										
1874	438	52.18	18	78.35										
1875	356	62.16	71	80.48										
1876	401	43.66	68	108.62										
1877	529	41.07	79	81.74	20	140.29								
1878	512	43.71	63	75.08	81	75.31								
1879	494	45.97	92	66.44	101	99.96								
1880	510	44.81	98	71.32	114	60.10								
1881	621	40.91	104	66.43	137	51.23								
1882	611	40.60	130	97.42	160	49.01	20	92.97						
1883	466	50.14	109	51.97	169	49.20	13	81.49						
1884	422	54.08			156	69.97	39	78.26						
1885	380	61.25			153	70.16	31	107.29						
			Included with Eastern and Southern sections		189	52.85	29	122.8					47	141.12
1886	403	61.97											56	111.47
1887	268	52.23			Included with Eastern and Southern sections		Included with Eastern and Southern sections		Included with Eastern and Southern sections		Included with Eastern and Southern sections			
1888	516	47.47												
1889	563	44.60												
1890	521	47.12												
1891	562	43.61							181	55.48	93	62.10		
1892	562	41.32							165	47.32	85	64.40		
1893	529	13.74							182	45.17	96	62.41		
1894	624	40.33							161	39.14	112	54.46		
1895	649	35.97							199	10.29	120	51.49		
1896	676	39.74							212	40.04	115	52.27		
1897	678	46.43							197	42.44	114	50.92		
1898	652	41.89							201	44.88	129	51.63		
1899	649	49.30							213	42.21	131	55.78		
1900	689	47.75							245	42.11	116	58.83		
1901	678	50.89							225	46.91	117	60.12		
1902	728	43.18							275	48.65	146	62.12		
1903	707	50.27							290	50.14	144	73.25		
1904	751	53.14							233	50.69	145	67.62		
1905	613	54.61							241	49.77	155	67.48		

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Number $\frac{\text{Main head 13}}{\text{Sub heads (a) to (d)}}$ EASTERN BENGAL (STATE) RAILWAY SYSTEM—*contd*

3 (a) and (b) Eastern Bengal (State) railway (5' 6", 3' 3½" and 2' 6" gauge sections)—*concl'd.*

Statistics of working—concl'd

The tables below show the statistics of working of the Central section, the Brahmaputra Sultampur and Ranaghat Krishnagar branches before they were purchased by the State

Central section (5' 6" gauge)

TABLE I								TABLE II	
Calendar year	Capital outlay to end of each year	Gross earnings	Net earnings	Percentage on capital outlay	Interest	Company's share of net earnings	Gain or loss to the State	Earnings per mile per week	Proportion of expenses to earnings
	Rs	Rs	Rs		Rs	Rs	Rs	Rs	
1881	10,51,083				51,516		- 1,616		
1882	46,34,735				1,61,531		-1,63,571		
1883	70,36,935	1,07,854	- 70,700		3,17,139		-3,76,829	64	176 50
1884	90,54,719	4,54,837	-1,19,632		3,62,169		-4,81,571	76	126 31
1885	90,04,051	5,35,751	8,733	0 09	3,60,162		- 1,51,923	82	98 46
1886	89,57,705	5,67,317	-4,47,58		3,75,240		-4,17,738	87	102 70
1887	91,09,112	6,18,494	-7,928		4,00,810		-4,63,463	100	101 22
1888	92,53,170	7,12,901	1,78,143	1 71	5,19,942		- 1,61,797	110	77 83
1889	91,16,671	7,37,191	2,05,983	3 13	5,18,091		-2,22,735	113	59 85
1890	96,68,212	6,77,304	2,17,007	2 54	4,39,22	53,092	-2,51,047	103	63 16
1891	96,41,345	8,11,66	2,27,736	3 39	4,77,432	71,129	-2,19,175	125	70 62
1892	1,00,65,784	7,69,347	3,12,033	3 11	5,30,31	71,600	-2,91,918	118	59 33
1893	1,00,68,983	7,87,520	3,14,912	3 12	5,77,007	79,647	-3,01,662	121	59 62
1894	1,01,41,094	8,20,179	3,41,182	2 47	6,11,115		-3,70,233	126	64 32
1895	1,01,77,466	9,47,391	3,98,07	3 92	6,03,914	6,003	-2,9,175	116	57 99
1896	1,06,39,927	9,38,266	3,44,165	3 20	5,91,175	91,703	-3,16,016	144	62 85
1897	1,17,36,810	11,36,09	5,16,912	4 40	5,56,800	97,771	-1,17,178	175	56 98
1898	1,23,58,700	10,21,67	5,86,038	2 98	5,10,231	1,06,12	-2,71,885	158	64 08
1899	1,26,78,629	11,39,68	4,11,813	3 18	5,07,07	07,81	-1,62,403	158	61 23
1900	1,26,86,115	13,33,119	5,50,693	4 31	5,91,855	1,24,611	-7,8,897	183	53 70
1901	1,29,54,075	14,03,218	6,12,040	4 06	5,08,291	1,16,144	-11,495	191	54 25
1902	1,31,11,415	13,11,14	5,73,918	4 8	5,11,298	1,53,437	-1,91,017	182	56 43
1903	1,31,89,945	15,05,56	5,07,125	3 85	5,11,011	1,41,630	-1,29,436	203	66 56
1904	1,31,00,812	15,06,8	5,39,673	4 10	5,11,670	1,10,767	1,00,767	216	65 30
1905 (up to June)	1,31,77,027	6,66,563	1,5,575	1 0	3,475	38,525	+1,14,75	181	76 20

Brahmaputra Sultanpur (3' 32" long) branch.

TABLE I								TABLE II		REMARKS
Calendar year	Capital outlay to end of each year	Gross earnings	Net earnings	Percentage on capital outlay	Interest.	Company's share of net earnings	Gain or loss to the State	Earnings per mile p r week	Proportion of expenses to earnings	
	Rs	Rs	Rs		Rs	Rs	Rs		Rs	
1897	2,02,919									Net earnings during 1899 and 1900 were paid over to the Company and interests up to 1900 were charged to capital.
1898	12,754.7									
1899	19,58,137	16,300						35	45 00	
1900	24,20,811	1,36,537						53	45 00	
1901	28,27,619	1,96,848	61,875	2 17	42 41½		+18,961	61	45 00	
1902	29,17,993	2,10,424	1,32,233	4 57	86,750	8,480	+3,003	78	45 00	
1903	29,42,486	2,54,379	1,59,008	4 75	83,185	22,742	+28,931	82	45 00	
1904										

Amalgamated with the Eastern Bengal (State) railway

Ranaghat-Krishnagar (2' 6" gauge) branch

TABLE I								TABLE II	
Calendar year	Capital outlay to end of each year	Gross earnings	Net earnings	Percentage on capital outlay	Subsidy from District Board	Total income	Per cent. of total income on capital outlay	Earnings per mile per week	Proportion of expenses to earnings.
	Rs	Rs	Rs		Rs	Rs		Rs	
1898 . . .	7,22,869								
1899 . . .	7,27,809	46,343	8,415	1 16	12,353	20,767	2 85	59	81·34
1900 . . .	7,51,809	69,302	19,112	2 59	9,472	28,014	3 85	66	71·35
								66	78·03
1901 . . .	7,51,157	69,117	15,185	2 02	1,465	16,650	2 22	72	71·97
1902 . . .	7,51,158	76,160	21,353	2 84	15,970	37,343	4·97	52	60·86
1903 . . .	7,43,657	86,434	33,832	4 55	5,674	39,506	5·31	..	..
1904 { 1st half		40,861	12,160		2,876	15,036			
{ 2nd half									
Amalgamated with the Eastern Bengal (State) railway									

APPENDIX 38—contd

History of railways constructed and in progress

[For Index see page 106]

Number ^{Main head 3} _{Sub heads (a) to (d)} **EASTERN BENGAL (STATE) RAILWAY SYSTEM—contd**

3 (c) Mymensingh-Jamalpur-Jagannathganj Branch railway (3' 3½' gauge)—

This line, which terminates on the Brahmaputra river, is connected with the Eastern section of the Eastern Bengal (State) Railway at Goalundo by the India General Steam and River Steam Navigation Companies' steamer services

Details of construction—

This railway is 50.69 miles long. Its construction was sanctioned in 1896 and it was opened in 1899.

Permanent-way—The permanent-way consists of flat-footed steel rails, 50 lbs to the yard, laid on s&l sleepers.

Ballast—The line is ballasted throughout with brick.

Fencing—The line is fenced only at stations and through the town of Mymensingh.

Curves—The sharpest curve is of 2,864 feet radius.

Gradients—The ruling gradient is 1 in 300.

Terms of contracts—

The Mymensingh-Jamalpur-Jagannathganj Branch railway is worked under the following contracts—

Contracts of—6th January 1897 (between the Secretary of State and the India General Steam Navigation Company) for the construction and working of the Mymensingh-Jamalpur-Jagannathganj Branch railway.

3rd October 1899 (between the India General Steam Navigation Company, the India General Navigation and Railway Company and the Secretary of State) for the transfer of the domicile of the Mymensingh-Jamalpur-Jagannathganj Branch railway office from Calcutta to London.

The general conditions of the contracts are as follows—

Government aid—Government in respect of each year allow to the Mymensingh-Jamalpur-Jagannathganj Branch Railway Company, by way of rebate on the share attributable to the Eastern Bengal (State) railway of the receipts from traffic interchanged between the two railways, such a sum not exceeding in any year the net earnings from traffic except railway stores interchanged between the Eastern Bengal (State) railway system and this railway, as will, together with the net earnings of the Company for the year, make up an amount equal to interest for the year at a rate of 3½ per cent per annum on the actual capital expenditure. Land has been provided free of charge.

Currency of contracts—Government may determine the contracts on 12 months' notice either on the 31st December 1919, or at the end of any subsequent period of 10 years or on the 31st December 1948, the Government paying, if contracts are determined on the 31st December 1919, or at the expiration of any subsequent period of 10 years, a sum equal to 25 times the average yearly net earnings, not including rebate payments, during the three years prior to determination, but not exceeding by more than 20 per cent, or not being less than, the total capital expenditure, and if determined on the 31st December 1948 (50 years), the total amount of such capital expenditure.

Power of Company to surrender contracts—Nil.

Terms of working—After deduction of 45 per cent of the gross earnings for working expenses (which may include any single item of capital expenditure not exceeding Rs 1,000 classed as a 'Minor Work,' subject to a maximum charge on such account of Rs 20 per mile of line open in each half-year) in which is included all such legal expenses of the Company as are properly debitable to revenue, the balance is payable to the Company.

Rates and fares—To be arranged between Government and the working agency within the maxima and minima rates in force on the Eastern Bengal (State) railway.

Statistics of working—

TABLE I								TABLE II	
Calendar year	Capital outlay to end of each year	Gross earnings	Net earnings	Percentage on capital outlay	Rebate from E. B. S. Ry	Total income	Percentage on capital outlay	Earnings per mile per week	Pro of exp to earnings
	Rs	Rs	Rs		Rs	Rs		Rs	
1896	1,950								
1897	5,54,688								
1898	10,44,638	7,660	4,213	0.40	—	4,213	0.40	27	45.00
1899	16,11,248	66,499	46,575	2.27		36,575	2.22	35	45.00
1900	18,78,395	1,62,028	89,116	4.74		89,116	4.74	58	45.00
1901	20,84,346	1,67,756	92,265	4.43		92,265	4.43	60	45.00
1902	22,85,677	2,05,251	1,12,888	4.94		1,12,888	4.94	74	45.00
1903	22,01,173	2,22,825	1,24,993	5.68		1,24,993	5.68	82	43.90
1904	24,51,113	2,21,163	1,24,312	5.29		1,24,312	5.29	81	43.79
1905	23,86,029	2,16,642	1,18,748	4.98		1,18,748	5.25	81	45.19

3 (d) Cooch Behar railway (2' 6" gauge)—**Details of construction—**

This railway is 33.60 miles long, consisting of main line, 22.15 miles, and branch, 11.45 miles known as the Native State section of the Cooch Behar-Santrahari extension. Its construction was sanctioned in 1891 and it was opened throughout in 1900.

Permanent way—The line is laid for 19.55 miles with 25-lb and for 1.83 miles with 41½-lb steel rails on s&l and pyinkado sleepers, and for 12.22 miles with 40-lb iron rails on s&l sleepers. All rails are flat-footed.

APPENDIX 38—*contd**History of railways constructed and in progress.*

[For Index see page 106]

Number Main head 3 Sub heads (a) to (d) **EASTERN BENGAL (STATE) RAILWAY SYSTEM—*concl'd*****3 (d) Cooch Behar railway (2' 6" gauge)—*concl'd*****Details of construction—*concl'd****Ballast*—The line is laid without ballast*Fencing*—The line is unfenced*Curves*—The sharpest curve is of 2,000 feet radius*Gradients*—The ruling gradient is 1 in 100**Terms of contract—**

The Cooch Behar railway is worked under the following agreement—

Agreement—of 15th June 1903 and having effect from the 1st January 1901 (between the Secretary of State and His Highness the Maharaja of Cooch Behar) for working

The general conditions of the agreement are as follows—

Government aid—The line is the property of the Cooch Behar State*Currency of agreement*—The Eastern Bengal (State) railway to maintain and work the Cooch Behar State railway for a period of five years from 1st January 1901*Terms of working*—The Eastern Bengal (State) railway to receive 40 per cent of the gross earnings for maintenance and working, provided that when the stock of the Eastern Bengal (State) railway is used for the conveyance of any traffic on the Cooch Behar railway, the Eastern Bengal (State) railway will receive and retain up to, but not exceeding, 45 per cent of the gross earnings obtained from the use of such stock. The percentage of working charges will cover the cost of 'New Minor Works' up to the limit of Rs 30 per mile per annum*Rates and fares*—The Eastern Bengal (State) railway administration have full control over rates and fares**Statistics of working—**

TABLE I					TABLE II	
Calendar year	Capital outlay to end of each year	Gross earnings	Net earnings	Per cent on Capital outlay	Earnings per mile per week.	Pro of exp to earnings
	Rs	Rs	Rs		Rs	
1891	14,685					
1892	4,091 1/2					
1893	6,65,172	5,816	—2,455		13	168 94
1894	7,11,318	40,280	8,576	1 20	35	78 71
1895	7,30,953	53,174	19,200	2 63	46	63 89
1896	7,66,741	70,128	38,570	5 03	61	45 00
1897	9,01,219	64, 62	35,344	3 92	51	15 00
1898	10,32,938	66,121	6,687	0 65	57	45 00
1899	12,99,081	82,773	43,013	3 32	53	17 95
1900	12,83,936	94,792	51,692	4 02	50	43 41
1901	13,94,923	1,27,596	74,667	5 35	72	41 48
1902	13,95,776	1,24,741	71,412	5 31	71	40 31
1903	14,91,320	1,42,310	88,834	5 62	82	41 19
1904	14,71,311	1,47,575	86,936	5 91	81	41 05
1905	11,82,893	1,43,433	87,313	5 83	85	41 20

Number Main head 4 Sub heads (a) to (d) **EAST INDIAN RAILWAY SYSTEM—****Lines comprising the system—**The East Indian railway system is made up of—

	Open line	Under construction or sanctioned for construction	Total
	Miles	Miles	Miles
(a) East Indian railway (5' 6" gauge)	1,972 10	340 90	2,313 20
(b) Delhi Umballa Kaila railway (5' 6" gauge)	162 36		162 36
(c) South Behar railway (5' 6" gauge)	78 76		78 76
(d) Tarkessur railway (5' 6" gauge)	22 23		22 23
Total	2,235 65	340 90	2,576 55

Running powers—*Home line over Foreign lines —*

Agra Fort Bank to Agra Fort, Rajputana Malwa railway } for goods trains only
 Naihati to Brass Bridge Junction and Chitpur, Eastern Bengal (State) railway }
 Moghal Sarai to Bonares Cantonment, Oudh and Rohilkhand (State) railway, for passenger trains only

Total 45 50

Foreign lines over Home line —

Bengal Nagpur railway at Katni } for passenger and goods trains
 " " " at Asansol }
 " " " at Howrah }
 Great Indian Peninsula railway, Agra to Tandla } for passenger trains only
 " " " at Cawnpore } for passenger trains only
 " " " at Mankour } for goods trains only
 " " " at Katni }
 North Western and Oudh and Rohilkhand (State) railways, Ghazabad to Delhi } for passenger and goods trains

Total 30 05

APPENDIX 38—contd

History of railways constructed and in progress

[For Index see page 106]

Number ^{Main head 4}_{Sub heads (a) to (d)} EAST INDIAN RAILWAY SYSTEM—contd

4 (a) East Indian railway proper '5' 6" gauge—

Details of construction—

The open mileage of the East Indian railway proper is 1,972.30 miles. This may be divided into (1) main line (Howrah to Delhi), 955.08 miles, (2) Loop line (Khana junction to Kiul), 250.39 miles, and (3) branches, 766.83 miles. Of the above 499.10 miles are double and 2.20 miles triple line.

There are in addition 340.90 miles single and 13.60 miles double line under construction. The first sanction to constructing the main line was given in 1851 and it was opened throughout in 1871. The Loop line was opened in 1862.

Permanent way—The main line from Howrah to Delhi, also the Loop line from Khana junction to Kiul, the Jubbulpore branch, Jharia branch, Ondal loop, Ikrāh branch, Girdih branch, Patna-Gya branch, Moghal Sarai-Gya chord, Barun-Daltonganj branch, Agra branch and Shikohabad-Farukhabad branch are laid with steel rails throughout. A few short branches are still laid with iron rails but these are being replaced with second-hand steel rails removed from the main line in the course of relaying operations.

On both up and down roads of the main line from Howrah to Kiul, a distance of 261 miles, the rails are bull-headed, weighing 85 lbs per yard. The 85 lb bull-headed rail has also been laid on the single line between Moghal Sarai and Murzapur. The rest of the main line and branches, with the exception of the Patna-Gya and Barun-Daltonganj branches, are laid with double headed rails, weighing 75 lbs per yard.

As at present laid, about fifty per cent of the sleepers are wood and the remainder are iron. The wooden sleepers principally consist of sal and deodar, but, owing to the difficulty in getting sal and deodar sleepers and to the rise in price of same, Australian laid woods are now being tried. The chairs are cast iron and vary in weight from 36 to 51½ lbs. The iron sleepers are of the Denham Olpherts' pattern and weigh about 252 lbs each.

Ballast—The line is ballasted throughout with stone.

Fencing—The line is fenced throughout except the Jharia, Dumuda, Ikrāh, Salanpur, Chanch, Pandi, Azimganj, Barun-Daltonganj, Moghal Sarai-Gya and Shikohabad-Farukhabad branches and the Ondal loop and Dhanbad-Jharia Chord.

Curves—The sharpest curve is of 1,525 feet radius.

Gradients—The ruling gradient of the main line is 1 in 300 except between Raneegunge and Luckeesarai where it is 1 in 200 with a 1 in 100 banking section, between Simultala and Jhajha. The ruling gradient of the Loop line and the Jubbulpore branch is 1 in 200.

Terms of contracts—

The railway is worked under the following contracts—

Contracts of—22nd December 1879—East Indian Railway Company's principal contract

10th November 1893—Contract for the incorporation of the following State branches in the undertaking—Ghazipur (Dildarnagar to Tarighat), Bhadreswar (Bhadreswar junction to the right bank of the Hooghly), Mokameh (Mokameh junction to the Ganges), Dighi Ghat (Bankipore junction to the right bank of the Ganges at Dighi Ghat), Jharia (Barakar to the Jharia coal-fields), Toposi colliery (Toposi to Kharabadi, Nundi to Panama and Salanpur to Shimdi), Gya (Bankipore to Gya), and Azimganj (Nalhati to Azimganj).

26th February 1896—As to debenture capital

22nd November 1897—Contract for the construction and working of the Moghal Sarai-Gya railway

14th November 1899—Contract modifying that of 1879

The general conditions of the contracts are as follows—

Government aid—Government guarantee interest at 4 per cent in sterling on £6,550,000 (being capital representing the deferred portion, i.e., one fifth of the annuity payable under the terms of purchase). All capital is provided either by Government or by the Company by the issue of debentures or debenture stock, in such manner or on such terms as to interest or otherwise as the Secretary of State determines.

Terms of contracts—The lines were purchased from the East Indian Guaranteed Railway Company by the State on the 1st January 1880, and all the contracts then subsisting between the Secretary of State and that Company (except those relating to debentures or debenture stock) were determined. The purchase price was £32,750,000,* and it was provided by the Purchase Act that this should be paid in the form of a terminable annuity of the amount of £1,473,750, payable from the 1st January 1880 to the 14th February 1953. One-fifth of the annuity was deferred, and the holders of this portion (representing a capital sum of £6,550,000), constitute the present East Indian Railway Company, which, since the purchase, has worked the railway for the Government under the contract of 1879 as modified by the contract of 1899. The deferred annuity holders receive, in lieu of the annuity, interest at 4 per cent per annum on £6,550,000 and a share of the surplus profits of the railway. On the determination of the contract, the portion of the annuity that has been deferred will become payable for the period remaining up to the 14th February 1953.

Currency of contracts—The contract of 1879 terminates on the 31st December 1929, but either party may determine the contract at the end of the 20th or at the end of any succeeding 5th year (computed from the 1st of January 1880) on giving two clear years' notice in writing to the other party of this intention.

Notes—Government relinquished their right to determine the contract at the end of the 20th year and by mutual agreement the principal contract will not be determined before the 31st December 1910.

Power of Company to surrender contract—See currency of contracts.

Terms of working—After deducting working expenses (which may include any single item of capital expenditure not exceeding Rs 1,000 classed as a 'Minor Work,' subject to a maximum charge on such account of Rs 25,000 in each half-year and a payment of Rs 40 for every mile of line open to traffic to be made half-yearly to Government for supervision) the

APPENDIX 38—contd

History of railways constructed and in progress

[For Index see page 106]

Number Main head 1 EAST INDIAN RAILWAY SYSTEM—contd.
Sub heads (a) to (d)

4 (a) East Indian railway proper (5' 6" gauge)—concl'd.

Terms of contracts—concl'd

surplus profits (after payment of interest on debentures, annuity, interest on deferred portion of annuity, interest due to Government on capital advances, etc., and contribution to the Provident Fund) up to a sum of 25 lakhs of rupees are divided in proportion of four-fifths to Government and one-fifth to the Company. Any excess over 25 lakhs of rupees is divided in proportion of fourteen-fifteenths to Government and one-fifteenth to the Company.

Rates and fares—Certain maximum and minimum rates and fares have been fixed within which the Company is permitted to vary rates.

Statistics of working—

TABLE I

Calendar year	Capital outlay to end of each year	Gross earnings	Net earnings	Per cent on capital outlay	Interest	Annuity	Company's share of net earnings	Gain or loss to the State	REMARKS
	Rs	Rs	Rs		Rs	Rs	Rs	Rs	
1879	34,32,77,360	4,35,46,730	2,66,14,479	8.34	1,65,74,363		61,25,877	+ 59,14,239	* Interest in 1880 in cludes annuity charges, which cannot be separated
1880	34,35,77,377	4,35,04,947	2,86,72,035	8.35	*1,98,06,263		17,72,690	+ 70,93,082	
1881	34,87,63,677	4,54,11,472	3,08,35,036	8.84	31,05,426	1,73,92,000	20,63,867	+ 82,73,718	
1882	35,07,21,155	4,71,17,594	2,96,57,086	8.66	32,81,764	1,73,92,000	17,88,073	+ 71,95,219	
1883	35,24,91,304	4,94,67,085	3,11,50,980	8.84	33,16,170	1,72,57,772	19,99,781	+ 80,77,307	
1884	35,57,38,700	4,38,38,714	2,73,22,003	7.68	35,58,03	1,78,50,459	11,72,323	+ 47,41,188	
1885	35,85,96,619	4,64,86,859	3,30,16,980	9.21	35,13,262	1,79,75,714	16,29,502	+ 95,98,482	
1886	36,06,85,918	4,66,70,853	3,05,13,359	8.46	39,91,104	1,89,50,137	14,97,276	+ 60,74,842	
1887	36,12,14,631	4,60,65,661	3,13,31,263	8.67	40,70,941	1,92,13,933	15,87,252	+ 61,62,734	
1888	36,09,27,530	4,51,36,902	3,03,35,075	8.40	40,73,297	2,03,13,530	11,64,693	+ 47,33,555	
1889	36,19,22,300	4,49,57,901	2,94,05,230	8.12	41,81,108	2,09,60,000	8,31,317	+ 31,28,775	
1890	36,21,23,756	4,40,57,665	2,98,26,815	8.24	41,83,278	2,03,43,530	10,37,019	+ 42,62,938	
1891	36,15,18,827	4,56,87,001	3,69,37,028	9.97	43,93,426	1,86,94,041	26,45,392	+ 1,03,04,156	
1892	36,24,97,506	4,91,41,600	3,48,16,719	9.60	37,25,754	2,06,47,164	20,88,760	+ 83,55,041	
1893	36,91,20,357	5,08,44,634	3,60,94,293	9.78	41,26,889	2,34,16,780	17,04,125	+ 68,10,499	
1894	37,24,36,356	5,26,89,485	3,64,26,405	9.78	43,37,968	2,43,89,582	15,39,767	+ 61,59,068	
1895	37,82,18,020	5,41,50,856	3,78,31,726	10.00	45,73,681	2,61,01,122	14,29,078	+ 57,30,845	
1896	38,27,66,003	5,40,69,142	3,67,77,632	9.61	46,90,562	2,58,59,455	12,47,733	+ 49,81,992	
1897	39,39,91,173	5,88,28,013	4,14,93,469	10.53	48,20,238	2,47,94,406	23,87,763	+ 95,51,062	
1898	40,71,94,336	5,97,96,060	4,08,07,269	10.02	50,46,514	2,32,64,593	24,09,344	+ 99,96,978	
1899	42,70,40,208	6,35,45,974	4,26,60,018	9.99	54,64,902	2,21,45,516	30,99,920	+ 1,20,39,650	
1900	44,28,43,540	6,54,74,972	4,47,15,571	10.10	60,18,054	2,15,60,963	18,09,104	+ 1,53,27,150	
1901	45,66,59,069	7,03,96,636	4,57,13,811	10.01	65,16,878	2,16,82,360	18,51,460	+ 1,56,32,623	
1902	47,06,40,852	6,77,38,713	4,29,80,833	9.13	70,34,192	2,16,46,868	16,19,965	+ 1,26,79,508	
1903	48,79,61,454	6,99,72,699	4,63,93,422	9.52	74,46,371	2,16,15,000	16,82,231	+ 1,56,54,820	
1904	50,26,09,029	7,59,71,544	5,05,64,422	10.06	80,23,978	2,16,15,000	20,64,276	+ 1,88,61,168	
1905	52,58,72,727	7,50,47,139	4,81,85,134	9.16	86,75,880	2,16,15,000	18,62,075	+ 1,60,32,199	

TABLE II

Calendar year	Last Indian (5' 6" gauge)		Nalhati (4' 0" gauge)		Calendar year	Last Indian (5' 6" gauge)		Patna Gya (5' 6" gauge)		Nalhati (4' 0" gauge)		Dildarnagar-Ghazipur (5' 6" gauge)	
	Earnings per mile per week	Pro of exp to earnings	Earnings per mile per week	Pro of exp to earnings		Earnings per mile per week	Pro of exp to earnings	Earnings per mile per week	Pro of exp to earnings	Earnings per mile per week	Pro of exp to earnings	Earnings per mile per week	Pro of exp to earnings
1853	Rs		Rs		1878	Rs		Rs		Rs		Rs	
1854	131	63.18			1879	507	35.69			64	79.41		
1855	108	51.97			1880	552	32.86	121	55.84	65	67.56		
1856	167	40.62			1881	549	33.04	162	56.13	49	105.33	56	128.33
1857	232	38.12			1882	578	31.85	178	65.11	47	79.20	63	99.52
1858						601	36.94	184	60.51	51	73.05	73	85.24
1859	279	46.49			1883	630	36.95	159	51.93	57	69.63	80	49.87
1860	253	44.77			1884	558	37.61	174	57.48	55	90.84	75	58.37
1861	231	49.36			1885	589	35.25	174	52.52	54	82.08	75	52.28
1862	240	46.49			1886	591	34.59	180	52.01	50	85.29	76	52.05
	192	53.81			1887	583	31.70	178	46.53	65	70.57	77	46.45
1863	222	55.01			1888	567	33.24	168	47.97	74	78.39	74	91.13
1864	253	50.79	36	49.88	1889	557	34.59	175	48.70	73	78.18		
1865	311	44.82	41	63.28	1890	538	31.35	174	45.80	71	78.01		
1866	374	44.24	46	105.15	1891	615	27.21	204	42.76	66	62.97		
1867	369	48.91	45	68.81	1892	587	28.47	193	42.94	Converted to 5' 6" gauge			
1868	346	44.88	57	83.60									
1869	399	44.42	60	59.64	1893	584	27.44						
1870	424	43.68	60	48.77	1894	604	30.87						
1871	338	43.36	55	58.07	1895	603	31.07						
1872	363	41.44	53	57.14	1896	597	31.98						
					1897	649	29.47						
1873	382	38.75	60	60.06	1898	658	31.76						
1874	474	35.70	61	67.22	1899	697	32.84						
1875	374	39.58	67	76.42	1900	708	34.78						
1876	452	35.08	54	111.15	1901	733	35.06						
1877	565	31.85	64	100.47	1902	687	36.55						
					1903	692	33.64						
					1904	749	33.39						
					1905	738	35.74						

APPENDIX 38—contd

History of railways constructed and in progress

[For Index see page 106]

Number Main head 4 EAST INDIAN RAILWAY SYSTEM—contd
Sub heads (a) to (d)

4 (b) Delhi Umballa-Kalka railway (5' 6" gauge)—

Details of construction—

This railway is 162.36 miles long. It was opened throughout in 1891.

Permanent-way—The permanent way consists of double headed steel rails, 75 lbs to the yard, laid on Denham Olpheits' cast-iron plate and wooden sleepers with cast iron chains.

Ballast—The line is ballasted throughout with stone.

Fencing—The line is fenced throughout.

Curves—The sharpest curve is of 1,010 feet radius.

Gradients—The ruling gradient is 1 in 200 except for 15 miles from Kalka where it is 1 in 40.

Terms of contracts—

The railway is worked under the following contracts—

Contracts of—24th January 1889 (between the Secretary of State and the East Indian Railway Company) for working.
 12th February 1889 (between the Secretary of State and the Delhi-Umballa-Kalka Railway Company) for construction.

19th March 1890 (between the Secretary of State and the Delhi-Umballa-Kalka Railway Company) for raising of additional capital by the issue of debentures.

19th December 1895 (between the Secretary of State and the Delhi-Umballa-Kalka Railway Company) conceding to the Company from the 1st January 1893 the 2 per cent of gross earnings previously retained by Government.

24th July 1896 (between the Secretary of State and the Delhi-Umballa-Kalka Railway Company) for the provision of funds for capital works.

9th June 1897 (between the Secretary of State and the Delhi-Umballa-Kalka Railway Company) guaranteeing interest at the rate of $3\frac{1}{4}$ per cent on share capital.

The general conditions of the contracts are as follows—

Government aid—By the contract of 9th June 1897, Government supplement the net earnings of the Company for the year 1896 and each succeeding year by such an annual subsidy as will enable the Company, after payment of debenture interest, to pay a dividend of $3\frac{1}{4}$ per cent per annum on their share capital. Land was also provided free of cost.

Currency of contracts—The contracts may be determined by effluxion of time on the 31st December 1916, unless some arrangement is effected for continuing the working. Should such arrangement be made, Government may determine the contracts on the 31st December 1926 or on the 31st December of any subsequent tenth year. On determination, Government are to receive possession of the railway, and to pay the Company a sum equal to 25 times the average yearly profits of the Company during the preceding five years. Subsidy payments by Government are to be excluded from the profits of the Company in calculating the price to be paid on purchase by Government.

Power of Company to surrender contracts—Nil.

Terms of working—Government undertake (through the agency in the first instance of the East Indian Railway Company) to supply the necessary rolling stock and to work and maintain the line until the 31st December 1916, taking 48 per cent of the gross receipts of the railway for the working agency (which may include any single item of capital expenditure, not exceeding Rs 1,000 classed as a 'Minor Work,' and a payment of Rs 40 for every mile of line open to traffic to be made half-yearly to Government for supervision) and paying over 52 per cent to the Company. Surplus profits in excess of $3\frac{1}{4}$ per cent per annum are divided equally between Government and the Company until Government have been repaid advances of subsidy, with interest. Thereafter, all surplus profits belong to the Company.

Rates and fares.—To be agreed upon from time to time between the Secretary of State and the working agency, but in the case of that portion of the line between Delhi and Umballa to be not more than the maximum, nor less than the minimum rates and fares in force on the East Indian railway, and in the case of that portion between Umballa and Kalka to be not more than three times such maximum nor less than such minimum.

Statistics of working—

TABLE I								TABLE II	
Calendar year	Capital outlay to end of each year	Gross earnings	Net earnings	Percentage on capital outlay	Subsidy from Government	Total income	Percentage of total income on capital outlay	Earnings per mile per week	Proportion of expenses to earnings
	Rs	Rs	Rs		Rs	Rs		Rs	
1889	58,90,830								
1890	1,35,55,580								
1891	1,55,44,692	9,07,697	4,72,002	3.04		4,72,002	3.04	128	48.00
1892	1,58,22,137	10,81,769	5,62,520	3.56		5,62,520	3.56	129	48.00
1893	1,55,24,600	11,98,508	6,23,224	4.01		6,23,224	4.01	143	48.00
1894	1,55,25,547	13,37,526	6,95,514	4.48		6,95,514	4.48	159	48.00
1895	1,55,06,120	14,60,519	7,59,470	4.90		7,59,470	4.90	174	48.00
1896	1,51,49,783	13,18,840	6,85,797	4.44		6,85,797	4.44	158	48.00
1897	1,53,26,585	15,73,319	8,18,126	5.34		8,18,126	5.34	186	48.00
1898	1,53,43,587	16,07,512	8,35,906	5.45		8,35,906	5.45	191	48.00
1899	1,53,01,272	14,49,378	7,29,541	4.77		7,29,541	4.77	172	48.00
1900	1,53,15,467	13,72,523	7,13,712	4.66		7,13,712	4.66	163	48.00
1901	1,52,92,618	18,05,858	9,39,046	6.14		9,39,046	6.14	213	48.00
1902	1,54,23,791	18,66,695	9,70,681	6.29		9,70,681	6.28	221	48.00
1903	1,55,49,998	18,30,960	9,52,099	6.12		9,52,099	6.12	216	48.00
1904	1,55,51,763	18,53,475	9,63,807	6.19		9,63,807	6.19	218	48.00
1905	1,56,07,499	20,16,936	10,48,807	6.72		10,48,807	6.70	238	48.00

History of railways constructed and in progress

[For Index see page 106]

Number Main head 4 EAST INDIAN RAILWAY SYSTEM—contd
Sub-heads (a) to (d)

4 (c) South Behar railway (5' 6" gauge)—

Details of construction—

This railway is 78.76 miles long. It connects Luckeesarai with Gaya and was opened in 1899.

Permanent-way—The permanent way consists of double-headed steel rails, 75 lbs to the yard, laid on wooden sleepers and cast-iron chairs, and Denham Olpherts' cast-iron plate sleepers.

Ballast—The line is ballasted throughout with stone.

Fencing—The line is fenced near villages, at stations and for a short distance on each side of level crossings only.

Curves—The sharpest curve is of 3,000 feet radius.

Gradients—The ruling gradient is 1 in 400.

Terms of contracts—

The railway is worked under the following contracts—

Contracts of—7th August 1895 (between the Secretary of State and the South Behar Railway Company) for construction.

22nd August 1895 (between the Secretary of State and the East Indian Railway Company) for working.

The general conditions of the contracts are as follows—

Government aid—Government, in respect of each half-year, allow to the South Behar Railway Company, by way of rebate on the share attributable to the East Indian railway of the receipts from traffic interchanged between the two railways, a sum not exceeding 30 per cent of such share as will, together with the net earnings of the South Behar Railway Company, make up an amount equal to interest for the half-year at the rate of 4 per cent per annum on the actual capital expenditure on the South Behar railway. For the purpose of calculating this rebate, the capital expenditure is to be regarded as not exceeding Rs 120 lakhs, and the amount towards making up of which the rebate is to be allowed is to be limited to Rs 2,40,000 in any half-year. Land was also provided free of cost.

Currency of contracts—Government have power to determine the contracts on the 30th June 1919, or at the end of any subsequent period of 10 years from that date, by giving twelve months' notice. In case of such determination, the Government will pay to the Company in England an amount equal to the total paid up capital in sterling, so far as such capital has been expended on the undertaking with the authority of the Secretary of State.

Power of Company to surrender contracts—Nil.

Terms of working—For the first two years after the opening of any section, the cost of maintenance was charged against capital, Government retaining only 35 per cent of the gross earnings for providing rolling-stock and working the line, the remaining 65 per cent going to the Company. Thereafter, Government retain 45 per cent of the gross earnings (which may include any single item of capital expenditure, not exceeding Rs 1,000 classed as a 'Minor Work' and a payment of Rs 40 for every mile of line open to traffic to be made half-yearly to Government for supervision) to meet the cost of maintaining, stocking and working the line, the Company taking the remaining 55 per cent.

Rates and fares—To be agreed upon from time to time between the Government and the working agency within the maxima and minima rates and fares in force on the East Indian railway.

Statistics of working—

TABLE I								TABLE II	
Calendar year	Capital outlay to end of each year	Gross earnings	Net earnings	Percentage on capital outlay	Rebate from E I Ry	Total income	Percentage of total income on capital outlay	Earnings per mile per week.	Proportion of expenses to earnings
	Rs	Rs	Rs		Rs	Rs		Rs	
1895	5,17,983								
1896	30,88,036								
1897	62,72,345								
1898	97,45,791								
1899	1,18,16,730	2,03,328	1,32,163	1.12	33,403	1,65,566	1.40	101	35.00
1900	1,23,15,110	4,67,133	3,03,636	2.47	1,44,404	4,48,040	3.64	114	35.00
1901	1,23,66,533	5,14,370	3,08,822	2.50	1,23,682	4,36,904	3.53	125	40.02
1902	1,19,88,612	4,99,809	2,74,895	2.29	1,35,445	4,10,340	3.42	122	45.00
1903	1,20,01,897	5,24,605	2,88,533	2.40	1,57,768	4,46,241	3.72	128	45.00
1904	1,19,72,914	5,70,358	3,13,697	2.62	1,65,832	4,79,079	4.00	133	45.00
1905	1,19,77,154	5,55,199	3,05,360	2.55	1,72,721	4,78,081	3.99	135	45.00

4 (d) Tarkessur railway (5' 6" gauge)—

Details of construction—

This railway, which connects Seoripuh, a station on the East Indian railway, with Tarkessur, is 22.23 miles long. Its construction was sanctioned in 1883 and it was opened in 1885.

Permanent-way—The permanent-way consists of 74-lb iron rails laid on Denham Olpherts' cast-iron plate sleepers.

Ballast—The line is ballasted throughout with stone.

Fencing—The line is fenced throughout.

Curves—The sharpest curve is of 2,700 feet radius.

Gradients—The ruling gradient is 1 in 500.

APPENDIX 38—*contd.**History of railways constructed and in progress.*

[For Index see page 106]

Number

Main head	5
Sub heads (a) to (h)	

GREAT INDIAN PENINSULA RAILWAY SYSTEM—*contd.*Running powers—*concl'd**Foreign lines over home line —*Bombay Baroda and Central India railway, Dadar Junction to Carnao bridge, for goods trains only
Bengal Nagpur railway at Nagpur for Passenger and goods trains

Miles

4 39
0 65

Total

5 04

5 (a) Great Indian Peninsula railway proper (5' 6" gauge) —

This line was purchased by the State in 1900, but the working was left in the hands of the Company under the term of a new Contract, dated the 21st December 1900

Details of construction—

The open mileage of the Great Indian Peninsula railway proper is 1,561.63 miles. This may be divided into (1) *North-East line*, main line (Bombay to Jubbulpore), 615.10 miles, branches, 384.99 miles (2) *South-East line*, main line (Kalyan to Raichur), 408.86 miles, branches, 152.68 miles. Of the above 567.48 miles are double and 4.92 mile quadruple line

There are under construction 45.42 miles of single line

First sanction to the construction of the North-East line was given in 1850 and it was opened throughout in 1870. The South-East line was sanctioned in 1854 and it was opened throughout in 1871.

Permanent-way—The main line is laid with 86-lb double-headed, 82-lb bull-headed and 69 lb double-headed steel rails. The sleepers originally laid were chiefly wooden, these have now to a large extent been replaced by iron pots. The whole of the South-East line, except the ghat sections, is laid with iron pots.

Ballast—The line is fully ballasted throughout with sand gravel or broken stone.

Fencing—With the exception of the Mohpani, Chahsgaon-Dhulia, and Jalgaon-Amalner branches the line is fully fenced.

Curves—The sharpest curve has a radius of 990 feet.

Gradients—The ruling gradients on ordinary sections of the main line vary from 1 in 100 to 1 in 200, with 1 in 10 banking sections near Vasind and Asvali, the ruling gradient on the ghat sections is 1 in 37.

Terms of contract—

The railway is worked under the following contract —

Contract of—21st December 1900 for working the Great Indian Peninsula railway and Indian Midland railways as one undertaking.

The general conditions of the contract are as follows —

Government aid—Government to pay interest at 3 per cent per annum on the amount for the time being paid up or credited as paid up, on the shares or stock in the new capital of the Great Indian Peninsula Railway Company, which is at present authorised at £2,575,000. All capital will be provided by the Secretary of State bearing interest at the rate of 3½ per cent per annum, or at such other rate as may be agreed upon, or will be raised by the Company, by the issue of debentures or debenture stock at such rate of interest as the Secretary of State may determine. Land was provided free, but any land acquired after 30th June 1900 is paid for from the capital of the undertaking.

Terms of contract—The line was purchased from the Great Indian Peninsula Guaranteed Railway Company by the State in 1900, and all the contracts then subsisting between the Secretary of State and that Company were determined. The purchase price was £40,781,568, payable, up to the 17th August 1948, in the form of a terminable annuity of £1,268,516.

* Company's stock at date of purchase	£ 34,859,218
Debentures and debenture stock	5,922,350
Total	40,781,568

Currency of contract—The contract is current for a period of 25 years from the 1st July 1900, when it will be determinable by the Secretary of State, paying the amounts paid or credited on all shares and stock and indemnifying the Company from all debts and liabilities incurred under sanction.

Power of Company to surrender contract—Nil.

Terms of working—From the gross earnings of the undertaking, that is of the Great Indian Peninsula and Indian Midland railways, there will be deducted—

(i) The working expenses, which may include any single item of capital expenditure not exceeding Rs 2,000 to be treated as a 'Minor Work', subject to a maximum charge on such account of Rs 25,000 in each half-year and a payment of Rs 40 per main mile worked to be made half-yearly to Government for supervision,

(ii) A sum of Rs 1,00,00,000 which is payable to Government;

(iii) Repayment of all interest payable on all moneys other than shares or capital stock raised for the purposes of the undertaking or provided by Government after the 30th June 1900.

If the receipts for any year ending on the 30th day of June exceed the payments as above detailed for the same period 1/10ths of the surplus are paid to the Secretary of State and 9/10th to the Company, provided that if the Company increases its new capital and issues further shares or stock as fully paid up in exchange for stock of the Indian Midland Railway Company, the Company's share in such surplus shall be increased by an additional fractional share bearing the same proportion to the original fractional share of 1/10th as the additional capital of the Company so exchanged bears to the new authorised capital of £2,575,000, but the total fractional share of the Company is not to exceed a one-tenth share.

Rates and fares—Certain maxima and minima have been fixed within which the Company is permitted to vary its rates.

APPENDIX 38—contd.

History of railways constructed and in progress.

[For Index see page 106]

Number ^{Main head 5} Sub heads (a) to (h) GREAT INDIAN PENINSULA RAILWAY SYSTEM—contd

5 (a) Great Indian Peninsula railway proper (5' 6" gauge)—contd

Statistics of working—

TABLE I

TABLE II

Calendar year	Capital outlay to end of each year	Gross earnings	Net earnings	Per centage on Capital outlay	Guaranteed interest	Annuity	Company's share of net earnings	Gain or loss to the State	Calendar year	Earnings per mile per week	Pro of exp to earnings
	Rs	Rs	Rs		Rs	Rs	Rs	Rs		Rs	
1870	25,50,56,152	2,52,48,315	1,01,90,602	3 98	1,24,63,646		6,14,291	—28,89,335	1858		
1880 .	25,58,96,113	2,49,53,253	1,11 05,551	4 34	1,24,93,200		5,53,836	—1,41,483	1859	119	45 90
1881 .	25,75,86,095	3,20,56,823	1,61,71,097	6 28	1,24,93,200		18,23,748	+ 18,57,149	1860	88	60 81
1882	25,75,90,409	3,53,63,201	1,80,68,483	7 02	1,24,93,200		32,05,883	+ 23,89,400	1861	89	70 21
1883	26,07,58,700	3,51,14,363	1,75,36,005	6 72	1,25,12,825		33,22,918	+ 17,00,262	1862	113	42 17
1884 .	26,34,97,600	3,36,56,544	1,59,55,250	6 06	1,42,81,503		24,76,048	—8,02,301	1863		
1885	26,84,43,316	3,64,32,047	1,79,31,397	6 68	1,51,17,467		26,97,344	+ 1,16,586	1864	158	45 27
1886	26,92,99,673	3,92,57,997	2 08,78,390	7 75	1,60,91,138		39,89,569	+ 7,97,683	1865	173	42 19
1887	27,03,76,543	3,99,27,463	2,10,80,237	7 80	1,66,44,563		41,03,068	+ 8,32,601	1866	172	51 19
1888	27,25,93,364	4,10,59,219	2,16,89,667	7 94	1,72,81,176		43,31,246	+ 23,24,	1867	144	60 97
1889	27,50,39,981	3,70,63,814	1,78,91,616	6 51	1,74,82,160		26,82,255	—22,22,799	1868	189	76 35
1890	27,77,29,064	3,81,45,242	1,90,22,952	6 85	1,55,93,271		31,04,971	+ 8,94,710	1869	149	62 02
1891	27,75,19,781	4,52,55,333	2,32 50,703	8 38	1,67,57,262		51,59,003	+ 13,04,438	1870	175	67 55
1892	27,72,17,255	4,03,65,627	2,01,95,097	7 28	1,88,04,314		38,13,506	—21,27,723	1871	119	72 07
1893 .	27,72,93,860	3,88,13,742	1,79,90,922	6 49	1,91,65,618		29,25,476	—41,00,172	1872	318	67 79
1894 .	27,91,09,112	3,62,74,296	1,62,42,786	5 82	2,18,32,651		30,40,331	—86,30,196	1873	800	62 25
1895	27,95,39,235	3,37,90,194	1,47,16,901	5 26	2,16,97,060		16,20,361	—86,00,520	1874	367	63 03
1896	27,90,29,173	3,44,19,629	1,54,05,060	5 52	2,02,18,372		21,53,257	—69,67,069	1875	284	64 25
1897	27,92,85,611	2,84,32,402	98,83,654	3 36	1,89,46,479			—95,62,825	1876	294	64 09
1898	28,18,97,621	3,48,77,496	1,41,02,053	5 00	1,83,20,513		13,57,327	—55,75,787	1877	303	59 17
1899	28,55,49,756	3,58,09,431	1,56,57,520	5 48	1,79,65,944		17,77,032	—40,85,456	1878	324	47 28
1900 { 1st half }	30,27,49,717	3,46,31,925	{ 95 37,130	3 15	89,65,500		14,48,203	—8,77 573	1879	369	47 60
1901	30,38,67,135	4,16,57,453	2,16,48,151	7 12	48,96,908	94,88,589			1880	402	48 30
1902 .	30,57,71,091	4,23,12,668	2,10,73,833	6 89	49,41,692	1,90,56,785	2,92,872	—32,17,476	1881	429	48 91
1903	31,08,53,055	4,68,61,564	2,38 12,514	7 66	50,66,786	1,90,28,730	3,22,878	—6,09,880	1882	383	59 64
1904	32,00,72,103	4,82,41,344	2,41,79,728	7 55	53,09,707	1,90,28,780	2,91,513	—4 50,202	1883	372	55 49
1905 .	32,65,20,022	5,22,33,877	2,70,20,162	8 31	57,9,480	1,90,28,730	4 63 709	+ 17,68,243	1884	496	49 40

APPENDIX 38—contd.

History of railways constructed and in progress.

[For Index see page 106]

Number Main head 5 GREAT INDIAN PENINSULA RAILWAY SYSTEM—contd.
 Sub heads (a) to (h)

5 (a) Great Indian Peninsula railway proper (5' 6" gauge)—concl'd

Statistics of working—concl'd

Calendar year	WARDHA COAL BRANCH							DHOND-MANMAD BRANCH						
	TABLE I						TABLE II	TABLE I						TABLE II
	Capital outlay to end of each year	Gross earnings	Net earnings	Per cent on Capital outlay	In interest	Gain or loss to the State		Capital outlay to end of each year	Gross earnings	Net earnings	Per cent on Capital outlay	In interest	Gain or loss to the State	
	Rs	Rs	Rs		Rs	Rs	Rs	Rs	Rs	Rs		Rs	Rs	Rs
1879	55,93,772	1,65,158	6,073	0 11	2,51,431	-245,361	69	81 64	98,90,308	4,67,557	-27,664	0 61	4,07,525	-4,35,189
1880	57,32,921	3,02,879	-1,31,730	2 03	2,57,032	-3,88,762	65	152 90	1,07,29,227	6,95,094	65,145	1 23	4,76,299	-4,11,154
1881	58,80,993	4,75,988	1,10,447	1 61	2,37,916	-1,18,469	197	104 35	99,40,346	6,83,862	1,22,588	1 60	3,93,438	-2,70,850
1882	60,94,186	5,95,632	98,287	9 22	2,38,834	-1,40,547	255	76 80	99,25,416	7,99,553	1,59,192	1 01	3,97,802	-2,38,610
1883	63,93,753	7,64,702	5,89,882	3 20	2,47,602	+3,41,780	126	59 80	1,00,64,757	8,22,833	1,92,130	1 29	4,02,585	-2,10,446
1884	66,20,641	6,81,037	2,11,860	2 20	2,61,176	-49,316	121	64 80	1,02,49,438	8,77,100	2,03,785	2 15	4,08,233	-2,04,498
1885	66,65,755	6,53,649	1,46,395	1 89	2,64,219	-1,17,924	108	80 66	1,02,63,278	9,07,422	2,20,623	2 14	4,10,544	-1,89,921
1886	71,93,093	7,28,205	1,35,936	1 86	2,78,228	-1,42,232	114	92 23	1,09,26,745	9,84,718	2,33,764	2 08	4,30,353	-1,96,589
1887	71,00,635	7,08,052	1,31,951	2 79	2,89,463	-1,57,484	125	80 76	1,09,46,935	9,60,390	2,27,338	2 33	4,37,893	-2,10,555
1888	70,91,230	8,71,430	1,93,020	4 25	2,84,523	-86,508	185	74 21	1,09,75,115	10,31,762	2,55,145	2 27	4,38,458	-1,83,019
1889	70,54,755	8,62,694	2,99,621	3 93	2,82,844	+16,777	142	57 24	1,09,83,830	10,08,616	2,40,427	2 39	4,39,319	-1,89,892
1890	70,06,181	9,33,326	2,75,001	1 21	2,81,296	-6,295	140	63 64	1,09,93,448	10,61,316	2,63,134	2 79	4,39,629	-1,76,495
1891	49,81,196	2,58,971	60,953	0 68	2,03,779	-1,43,726			1,10,44,039	11,90,340	3,08,583	2 96	4,40,296	-1,31,713
1892	49,87,689	2,32,986	34,096	1 79	1,99,337	-1,65,241			1,10,73,025	12,18,412	3,28,335	3 13	4,42,535	-1,14,200
1893	49,87,689	2,10,856	89,213	1 79	1,99,434	-1,10,271			1,11,37,125	12,96,793	3,48,572	3 41	4,44,246	-95,674
1894	49,87,689	2,20,237	89,289	1 79	1,99,508	-1,10,219			1,12,11,642	13,61,866	3,81,993	3 61	4,48,018	-66,025
1895	49,90,794	1,93,552	76,362	1 68	1,99,539	-1,27,174			1,13,18,247	14,04,021	4,04,233	4 23	4,50,104	-41,871
1896	49,96,305	2,06,078	83,859	1 17	1,99,745	-1,15,886			1,13,73,050	13,11,585	3,67,395	2 47	4,55,018	-87,623
1897	49,96,325	1,98,858	58,531	1 56	1,99,794	-1,41,263			1,14,06,534	12,01,143	2,81,272	2 53	4,56,230	-1,71,958
1898	49,96,325	2,09,600	77,827	1 65	1,99,833	-1,22,026			1,14,23,076	11,18,296	2,89,586	2 60	4,56,411	-1,66,875
1899	49,96,325	2,07,216	82,506	1 65	1,99,830	-1,17,352			1,15,34,107	11,55,032	2,99,555	2 60	4,59,296	-1,59,741
1900 { 1st half }	*	1,75,380	80,754		99,927	-19,173			*	7,25,613	2,11,534		2 30 220	-18,686
1901	Amalgamated with the Great Indian Peninsula railway								Amalgamated with the Great Indian Peninsula railway.					

Calendar year	KHAMGAON BRANCH						AMRAOTI BRANCH					
	TABLE I				TABLE II		TABLE I				TABLE II	
	Capital outlay to end of each year	Gross earnings	Net earnings	Per cent on Capital outlay	Earnings per mile per week	Pro of exp to earnings	Capital outlay to end of each year	Gross earnings	Net earnings	Per cent on Capital outlay	Earnings per mile per week	Pro of exp to earnings
	Rs	Rs	Rs		Rs		Rs	Rs	Rs		Rs	
1879	5,35,617	30,086	-266	0 94	146	100 69	4,77,043	69,904	16,175	8 39	224	76 86
1880	5,10,888	27,363	4,922	0 92	91	84 44	4,45,585	59,866	3,639	0 82	163	92 85
1881	4,99,271	41,506	4,561	0 92	*	*	4,45,063	53,934	34,424	7 72	*	*
1882	4,91,164	75,966	30,389	6 19	*	*	4,44,651	85,147	39,578	8 89	*	*
1883	4,90,996	62,657	22,469	4 58	151	64 14	4,44,860	96,160	44,387	9 88	308	53 84
1884	4,90,993	46,830	13,037	2 66	113	72 16	4,44,774	76,782	34,174	7 68	246	55 49
1885	4,90,739	41,363	11,020	2 25			4,44,730	80,803	34,447	7 75		
1886	4,89,613	59,452	20,238	4 13			4,44,686	90,111	44,137	9 93		
1887	4,89,180	53,479	16,990	3 47			4,44,308	88,157	35,855	8 07		
1888	4,38,357	52,635	15,797	3 23			4,43,892	81,710	30,886	6 96		
1889	4,90,911	65,372	22,528	4 59			4,45,615	1,02,023	41,671	9 35		
1890	4,90,520	50,289	26,092	5 32			4,45,155	1,01,502	46,254	10 39		
1891	4,90,408	66,675	32,620	6 65			4,49,395	1,12,909	53,793	11 88		
1892	4,89,132	65,548	30,009	6 32			4,50,160	1,05,762	48,637	10 80		
1893	4,87,567	21,697	21,997	4 51			4,49,938	43,941	43,956	9 57		
1894	4,86,003	21,966	21,667	4 46			4,49,461	42,795	41,910	9 32		
1895	5,20,447	26,091	26,031	5 00			4,49,983	39,137	38,250	8 50		
1896	5,22,603	24,446	24,446	4 63			4,51,119	43,755	42,871	9 50		
1897	5,22,150	13,901	13,901	2 66			4,52,445	30,749	29,862	6 60		
1898	5,22,150	24,326	24,326	4 66			4,54,498	40,057	39,172	8 62		
1899	5,22,150	41,850	14,850	2 84			4,54,417	73,090	32,214	7 09		
1900	5,22,150	33,783	13,924	2 67			4,54,418	78,532	32,436	7 14		
1901	5,22,150	49,378	23,337	4 47	120	52 74	4,51,915	1,08,578	50,537	11 12	365	53 73
1902 { 1st half }	*	82,963	17,209		120	52 35	*	79,582	41,099		489	53 88
1903	Amalgamated with the Great Indian Peninsula railway						Amalgamated with the Great Indian Peninsula railway					

* Included with the Great Indian Peninsula railway.

APPENDIX 38—contd.

History of railways constructed and in progress.

[For Index see page 106]

Number ^{Main head 5}_{Sub heads (a) to (k)} GREAT INDIAN PENINSULA RAILWAY SYSTEM—contd.

5 (b) Agra-Delhi Chord railway (5' 6" gauge)—

This railway has been constructed by the State and is worked by the Great Indian Peninsula Railway Company.

Details of construction—

This railway is 119.75 miles long. Its construction was sanctioned in 1898 and it was opened in 1904.

There were, in addition, 6.06 miles under construction.

Permanent-way—The line has been laid with 85-lb bull-headed steel rails on 45-lb cast iron chairs spiked with 3 spikes to deodar sleepers.

Ballast—The line is ballasted with kunlur soling and stone ballast to bring it up to full section.

Fencing—Kosi-Delhi section is fenced and Agra Kosi section is being fenced.

Curves—The sharpest curve is of 950 feet radius.

Gradients—The ruling gradient of the line is 1 in 400, except between Rajpur Khandua Junction and Agra Jail and between Delhi Sadar and Delhi Junction where it is 1 in 200 and 1 in 333, respectively.

Terms of contract—

This railway is being worked under a contract (between the Secretary of State and the Great Indian Peninsula Railway Company) which is under execution and which is to be deemed to have commenced on and from the day on which the Agra-Delhi Chord Railway was opened for public traffic.

The general conditions of the contract are as follows—

Government aid—The line is the property of the State.

Currency of contract—The contract may be terminated on the 30th June or 31st December during its subsistence either by the Secretary of State or the Company giving to the other party not less than twelve calendar months' notice in writing.

Terms of working—The charge for working expenses of the Agra Delhi Chord Railway bears the same proportion to its gross earnings as the entire working expenses of the Great Indian Peninsula Railway "undertaking" including the Agra-Delhi Chord Railway bear to their combined gross earnings. The whole of the net earnings belong to Government.

Rates and fares—The same as are in force on the Great Indian Peninsula Railway undertaking.

Statistics of working—

TABLE I

TABLE II

Calendar year	Capital outlay to end of each year	Gross earnings	Net earnings	Per cent on capital outlay	Interest charges	Gain or loss to the State	Earnings per mile per week	Proportion of expenses to earnings
	Rs	Rs	Rs		Rs	Rs	Rs	
1904	1,05,91,000	18,070	9,932	0.09	2,95,164	-2,85,172	43	41.71
1905	1,22,46,927	80,655	4,19,625	3.43	4,20,181	-536	140	47.85

5 (c) Bhopal-Itarsi railway (5' 6" gauge)—

Details of construction—

This railway is 57.39 miles long. Its construction was sanctioned in 1880 and it was opened in 1884.

Permanent-way—The line is laid with the Indian Midland railway 80-lb flat footed steel rails on Indian Midland railway cast iron pot sleepers.

Ballast—The line is fully ballasted throughout with broken stone.

Fencing—The line is fenced throughout.

Curves—There are no curves with a radius of less than 990 feet.

Gradients—The ruling gradient is 1 in 200, except on the Ghat section, 11 miles, where it is 1 in 80.

Terms of contracts—

The Bhopal-Itarsi railway is worked under the following—

Agreement of—16th September 1880 (between the Government of India and Her Highness the Begum of Bhopal) for construction.

2nd December 1890, supplemental to that of 1880 for division of profits.

Contract of—21st December 1900 (between the Secretary of State and the Indian Midland Railway Company) for maintenance and working by the Great Indian Peninsula Railway Company.

The general conditions of the contracts are as follows—

Government aid—The British Government have paid for the portion, 13.11 miles, in British territory, and a moiety of the cost of the bridge over the Nerbudda, or in all about 13 lakhs, the Begum of Bhopal has contributed 50 lakhs for the portion of the line in her dominions. All additional capital has to be provided by Government.

Currency of contracts—The provisions in the principal contract between the Secretary of State and the Railway Company itself with reference to the termination of that contract extend, and are applicable, to the Bhopal-Itarsi railway.

Power of Company to surrender contracts—Nil.

Terms of working—The Company receives a sum bearing the same percentage to the gross receipts of the Bhopal-Itarsi railway as the aggregate working expenses of the whole open system of the Company (including the Bhopal-Itarsi railway) bear to the aggregate gross receipts of that system. The balance of the gross receipts are divided in perpetuity between the British Government and the Ruler of Bhopal in proportion to the capital contributed by each party. In the event of the railway being worked at a loss, such loss to be borne in the same proportion.

APPENDIX 38—*contd.**History of railways constructed and in progress.*

[For Index see page 106]

Number Main head 5 **GREAT INDIAN PENINSULA RAILWAY SYSTEM—*contd.***
Sub heads (a) to (k)**5 (c) Bhopal-Itarsi railway (5' 6" gauge)—*concl'd*****Terms of contracts—*concl'd****Rates and fares*—The same rates and fares as are in force on the Great Indian Peninsula railway.**Statistics of working—**

Calendar year	TABLE I										TABLE II			
	BHOPAL ITARSI (BRITISH SECTION)						BHOPAL ITARSI (NATIVE STATE SECTION)				British section		Native State section	
	Capital outlay to end of each year	Gross earnings	Net earnings	Per cent on Capital outlay	Interest	Gain or loss to the State	Capital outlay to end of each year	Gross earnings	Net earnings	Per cent on Capital outlay	Earnings per mile per week	Proportion of expenses to earnings	Earnings per mile per week	Proportion of expenses to earnings
	Rs	Rs	Rs		Rs	Rs	Rs	Rs	Rs		Rs		Rs	
1880							1,21,846							
1881							15,78,157							
1882	12,50,000	14,376	2,704	0 08	50,000	-47,296	34,60,091	14,376	2,704	0 08	70	81 90	Incl'd with British section	
1883	12,50,000	25,573	-9,135		50,000	-59,135	38,23,236	25,573	-9,135		43	135 72		
1884	12,50,000	7,664	-1,406		50,000	-51,406	45,83,261	28,102	-5,152		40	104 13		
1885	12,50,000	27,425	-3,874		50,000	-53,874	47,71,375	1,04,683	-14,789		Incl'd with Penin	d with sula rail	Groat way	Indian
1886	12,50,000	27,822	-3,240		50,000	-53,240	48,26,086	1,47,416	-12,501					
1887	12,50,000	43,227	3,850	0 31	50,000	-46,150	48,09,939	1,85,576	14,813	0 31				
1888	12,50,000	55,117	5,340	0 43	50,000	-44,660	48,01,701	1,86,548	18,072	0 38				
1889	12,50,000	79,163	-5,422		50,000	-55,422	48,40,346	2,67,936	-18,351		117	106 85	117	106 85
1890	12,85,077	87,765	-16,572		50,351	-66,923	50,00,000	2,97,049	-56,093		130	118 88	130	118 88
1891	15,13,568	1,30,884	48,607	3 21	57,713	-9,106	50,00,000	4,66,431	1,73,154	3 46	200	62 50	199	62 50
1892	17,40,208	1,53,089	56,397	3 23	69,191	-12,734	50,00,000	4,47,797	1,56,883	3 32	226	63 16	195	62 96
1893	20,25,058	1,69,162	52,038	2 57	78,420	-26,391	50,00,000	4,24,236	1,30,925	2 62	251	69 17	185	69 17
1894	21,71,496	1,61,638	61,455	2 83	83,509	-22,054	50,00,000	3,80,217	1,44,679	2 89	237	61 98	166	61 97
1895	22,47,963	1,42,658	46,114	2 05	89,323	-43,209	50,00,000	3,18,074	1,02,821	2 06	209	67 68	198	67 64
1896	22,71,877	1,63,688	62,744	2 76	90,107	-27,363	50,00,000	3,61,363	1,38,532	2 77	241	61 75	157	61 63
1897	22,97,134	1,52,215	61,135	2 66	91,805	-30,671	50,00,000	3,31,379	1,33,070	2 66	223	59 84	144	59 84
1898	23,24,365	1,93,364	79,485	3 42	92,477	-13,042	50,00,000	4,17,010	1,71,375	3 43	284	58 81	181	58 80
1899	23,61,938	2,09,611	84,080	3 56	93,303	-9,223	50,00,000	4,47,225	1,79,444	3 59	307	59 89	194	59 88
1900	23,87,339	2,55,120	1,27,332	5 33	95,293	+32,039	50,00,000	7,90,499	2,67,283	5 35	375	50 12	332	50 06
1901	25,46,891	2,92,861	1,44,235	5 66	98,989	+45,246	50,00,000	5,85,152	2,38,838	5 77	430	50 75	254	50 64
1902	28,02,330	3,53,111	1,71,236	6 11	1,06,632	+64,604	50,00,000	6,30,030	3,16,683	6 33	518	51 51	274	49 74
1903	30,92,697	3,77,177	1,91,443	6 19	1,17,285	+74,158	50,00,000	6,31,911	3,21,328	6 43	559	49 48	327	48 84
1904	31,53,907	3,95,734	1,98,066	6 28	1,20,127	+77,939	50,00,000	6,43,742	3,22,374	6 45	583	50 14	279	49 81
1905	31,76,930	3,25,319	1,67,905	5 27	1,23,241	+44,064	50,00,000	5,21,943	2,67,999	5 36	477	45 57	227	48 16

51(d) Bhopal-Ujjain railway (5' 6" gauge)—**Details of construction—**

This railway is 113 27 miles long Its construction was sanctioned in 1892 and it was opened in 1895.

Permanent way—The permanent-way consists of 75-lb flat-footed steel rails on transverse steel sleepers*Ballast*—The line is fully ballasted throughout with broken stone*Fencing*—The line is fenced only at, and in the vicinity of, stations, towns and important level crossings*Curves*—There are no curves with a radius of less than 990 feet*Gradients*—The ruling gradient is 1 in 150**Terms of contracts—**

The Bhopal-Ujjain and Bina Goona Baran railways are worked under the following —

Agreements of—15th July 1896 } (between the Government of Her Highness the Begum of Bhopal and that of His Highness the Maharaja Scindia of Gwalior and the Indian Midland Railway Company, for working.

4th August 1896 }
12th May 1899 }
20th February 1899 (between the Government of His Highness the Maharao of Kotah and the Indian Midland Railway Company) for working.

16th March 1905 (between the Tonk and Gwalior Durbars) for purchase by the latter of that section of the Goona-Baran Railway which lies within the Tonk State

Contract of—21st December 1900 (between the Secretary of State and the Indian Midland Railway Company) for maintenance and working by the Great Indian Peninsula Railway Company

The general conditions of the agreements are as follows —

Government aid—The line from Bina to Baran is owned jointly by the Durbars of the Gwalior and Kotah States, the Gwalior Durbar having purchased the portion which originally belonged to the Tonk Durbar and that from Bhopal to Ujjain by the Bhopal and Gwalior States.

Currency of agreements—The agreements may be terminated on the expiry of ten years from the dates of the opening of the railways, or on the 30th June or 31st December in any year thereafter, on twelve months' notice in writing being given by either party

Terms of working—The Company retains 50 per cent of the gross receipts of the railway of each half year, and receives rent for works, &c, in sole and joint use at Bina and Ujjain Junctions respectively, and rent for the telegraph lines and instruments when not the property of the railway (These terms are applicable to those portions of the Bhopal-Ujjain and Bina-Goona-Baran railways which are owned by the Gwalior State, except in the case of that portion which originally belonged to the Tonk Durbar and was subsequently purchased by the Gwalior Durbar)

APPENDIX 38—contd

History of railways constructed and in progress

[For Index see page 106]

Number ^{Main head 5} _{Sub heads (a) to (h)} GREAT INDIAN PENINSULA RAILWAY SYSTEM—contd.

5 (d) Bhopal-Ujjain railway (5' 6" gauge)—concl'd

Terms of contracts—concl'd.

The Company retains out of the gross receipts a sum (which includes any single item of capital expenditure not exceeding Rs 1,000 to be classed as a 'Minor Work', subject to a maximum charge on such account of Rs 20 per mile open in each half-year) bearing the same percentage to the entire gross receipts of the railway for each half-year as the aggregate working expenses of the whole system of the Company (including the railway) bear to the gross receipts of that system for the same half-year (These terms are applicable to those portions of the Bhopal-Ujjain and Bina-Goonna-Baran railways which are owned by the Bhopal and Kotah Durbars, and to that portion which originally belonged to the Tonk Durbar and was subsequently purchased by the Gwalior Durbar)

Rates and fares—The same rates and fares as are in force from time to time on the Great Indian Peninsula railway.

Statistics of working—

TABLE I					TABLE II	
Calendar year	Capital outlay to end of each year	Gross earnings	Net earnings	Per cent on Capital outlay	Earnings per mile per week	Pro of exp to earnings.
	Rs	Rs	Rs.		Rs	
1892	88,462	—	—	—	—	—
1893	22,76,863	—	—	—	—	—
1894	53,53,849	—	—	—	—	—
1895	69,69,331	—	—	—	—	—
1896	77,77,604	3,69,114	1,80,218	2 32	63	51 17
1897	75,36,180	3,72,337	1,84,660	2 45	63	50 40
1898	75,85,789	4,16,940	2,05,051	2 70	71	50 82
1899	76,54,290	5,82,341	2,77,911	3 63	99	52 28
1900	76,83,020	9,46,349	4,65,681	6 06	161	50 79
1901	77,61,569	5,45,956	2,62,044	3 33	93	52 00
1902	78,02,855	5,82,063	2,92,357	3 75	99	52 36
1903	78,11,402	4,44,766	2,23,049	2 86	76	49 85
1904	78,14,670	4,54,721	2,27,937	2 91	77	49 99
1905	78 35 712	6 08,240	3 06,589	3 91	103	51 23

5 (e) Bina-Goonna-Baran railway (5' 6" gauge)—

Details of construction—

This railway is 145 63 miles long Its construction was sanctioned in 1892 and it was opened in 1899

Permanent-way—The line is laid with 75-lb flat-footed steel rails on deodar sleepers

Ballast—The line is ballasted with broken stone and laterite

Fencing—The line from Bina to Goona is fenced The Goona-Baran section is unfenced except at stations.

Curves—There are no curves with a radius of less than 990 feet

Gradients—The ruling gradient is 1 in 125

Terms of contract—The terms of the Bhopal-Ujjain railway, [5 (d)], apply

Statistics of working—

TABLE I					TABLE II	
Calendar year	Capital outlay to end of each year	Gross earnings	Net earnings	Per cent on Capital outlay	Earnings per mile per week	Pro of exp to earnings
	Rs	Rs	Rs		Rs	
1891	51,905	—	—	—	—	—
1892	2,57,611	—	—	—	—	—
1893	35,18,701	—	—	—	—	—
1894	47,79,618	—	—	—	—	—
1895	49,81,035	—	—	—	19	54 42
1896	54,16,074	91,140	36,821	0 68	24	59 60
1897	87,73,621	1,02,386	43,446	0 50	27	57 57
1898	97,66,068	1,30,004	58,040	0 59	35	55 36
1899	99,31,680	2,67,359	1,26,103	1 27	43	52 83
1900	1,00,21,605	4,34,817	2,20,490	2 20	57	49 29
1901	1,00,43,236	2,32,716	1,22,970	1 22	33	51 34
1902	99,14,412	2,38,825	1,19,792	1 21	32	52 71
1903	99,62,459	3,21,585	1,62,417	1 03	42	49 49
1904	99,87,016	3,91,886	1,97,745	1 98	52	49 54
1905	99 90 394	3 68,669	1 88,121	1 88	49	50 83

5 (f) Indian Midland railway (5' 6" gauge)—

Details of construction—

The open mileage of the Indian Midland railway is 807 90 miles, which may be divided into main line (Bhopal to Agra Road), 316 63 miles, and branches, 491 27 miles

Sanction was first given to the construction of this line in 1876 and the main line was opened throughout in 1889.

Besides the above there are 2 24 miles under construction.

Permanent-way—The whole of the main line, the Manikpur branch, the Cawnpore branch from Jhansi to mile 326 64, and from Bina to Katni, are laid with 80-lb flat-footed steel rails on cast iron pot sleepers The Cawnpore branch from mile 326 64 to Hamirpur Road is laid with East Indian railway 75-lb double-headed steel rails on Denham Olpherts' sleepers The East Indian railway type rails and Denham Olpherts' sleepers are being gradually renewed with Indian Midland railway 80-lb flat footed steel rails and cast iron oval pots

Ballast—The line is ballasted with gravel, laterite, kunkur or stone

Fencing—The main line is fenced throughout and the branches are partially fenced.

APPENDIX 38—*contd.**History of railways constructed and in progress.*

[For Index see page 108]

Number ^{Vain head 5}_{sub heads (a) to (h)} GREAT INDIAN PENINSULA RAILWAY SYSTEM—*contd.*5 (f) Indian Midland railway (5' 6" gauge)—*concl'd*Details of construction—*concl'd**Curves*—There are no curves with a radius of less than 990 feet*Gradients*—The ruling gradient between Bhopal and Jhansi is 1 in 200, between Jhansi and Agra 1 in 150 and between Jhansi and Manikpur 1 in 125. The Jhansi Cawnpore branch is practically level, except at bridge approaches where the gradients are 1 in 250 and 1 in 300, and between Jhansi and Garhmanu where it is 1 in 200*Terms of contracts—*

The railway is worked under the following contracts—

Contracts of—2nd October 1885—Indian Midland Railway Company's principal contract.

18th March 1890—Contract for the acquisition of the Scindia railway.

19th June 1896—Contract for the Saugor-Katni railway

21st December 1900—Contract for the transfer of the working of the Indian Midland railway to the Great Indian Peninsula Railway Company.

Government aid—Interest at 4 per cent per annum in sterling is guaranteed on £3,000,000 share capital. On further capital that may be required the guarantee to be 4 per cent or such other rate as may be agreed upon. A considerable amount of capital has been advanced by Government for the existing system; and, in the case of the Saugor-Katni extension, it has been agreed that all money required for expenditure in India shall be supplied by the Government, the Company raising only the amount required for expenditure in England. Land was provided free.*Currency of contracts*—(1) *Indian Midland railway contract*—The contract of 1885 may be determined by Government giving 12 months' previous notice on the 31st December 1910, or on the 31st December of any succeeding tenth year. Government may also terminate the contract at any time, on six months' notice, if the Company fails to fulfil its obligations, or if the line be worked at a loss for not less than three half-years continuously. On the termination of the contract the Company is to hand over to Government the railway and all its belongings of every description, and Government are to repay the amount at par of the share capital which has been paid by the Company. The contract of 1900 is current for a period of 25 years from the 1st July 1900, but the Indian Midland Railway Company's right to a 4 per cent guarantee on share capital and one-fourth share of surplus profits remains in full force till the termination of either the contract of 1885 or that of 1900.(2) *Scindia and Saugor-Katni railways contracts*—The contracts of 1890 and 1896 run concurrently with that of 1885, to which they are supplemental.*Power of Company to surrender contract*—Nil*Terms of working*—From the gross earnings for any calendar year will be deducted working expenses, and the net earnings applied towards payment to Government of interest on advances of capital made by it to the Company and for repayment of the interest paid by it to the Company for that year, the balance to be divided in proportion of three-fourths to Government and one-fourth to the Company.*Rates and fares*—Certain maxima and minima have been fixed within which the Company is permitted to vary its rates.*Statistics of working—*

TABLE I

Calendar year	Capital outlay to end of each year	Gross earnings	Net earnings	Per cent on Capital outlay	Interest	Company's share of net earnings	Gain or loss to the State
	Rs	Rs	Rs		Rs	Rs	Rs
1878							
1879	73,22,551	90,916	—33,772		3,06,178		—3,37,950
1880	81,63,253	2,01,823	20,129	0.25	3,57,620		—3,37,491
1881	83,16,663	3,01,681	78,342	0.91	3,48,809		—2,70,467
1882	87,63,714	3,29,299	92,231	1.05	3,47,303		—2,55,072
1883	92,92,537	3,68,511	1,59,716	1.72	3,56,750		—1,97,034
1884	1,18,68,111	3,68,326	1,72,608	1.45	3,74,122		—2,01,519
1885	1,60,14,107	3,94,081	1,99,680	1.24	6,48,112		—4,48,432
1886	2,48,06,293	3,91,832	2,14,526	0.86	18,69,268		—16,54,742
1887	5,10,96,457	6,32,204	2,78,043	0.54	20,00,184		—17,22,141
1888	6,96,03,213	10,27,638	3,74,204	0.54	28,55,488		—24,81,284
1889	7,84,45,085	30,69,255	6,33,111	0.81	31,24,456		—24,39,785
1890	8,32,79,427	31,22,365	5,99,780	0.72	36,09,296		—30,09,506
1891	8,52,46,143	41,62,361	13,52,172	1.59	33,12,200		—19,60,028
1892	8,65,79,006	44,77,625	17,26,260	1.99	37,23,985		—19,97,725
1893	8,71,62,843	44,59,053	17,00,409	1.95	41,40,194		—24,39,785
1894	8,78,06,437	52,22,033	22,02,334	2.51	42,59,815		—20,57,481
1895	8,81,49,935	44,91,707	16,48,360	1.87	45,97,405		—29,49,135
1896	9,25,53,696	48,51,951	20,17,329	2.18	44,23,983		—24,06,154
1897	9,77,91,421	54,89,540	24,06,565	2.46	42,53,893		—18,47,328
1898	9,96,74,805	56,25,823	25,11,911	2.52	39,99,986		—14,38,075
1899	10,16,34,072	64,77,226	27,82,950	2.74	39,66,461		—11,83,511
1900	10,31,35,002	90,00,560	43,72,287	4.72	38,18,460		+10,53,827
1901	10,58,27,081	82,46,068	42,50,587	4.02	38,82,861	1,58,164	+1,79,562
1902	10,62,11,714	90,49,628	44,86,267	4.22	41,04,505	7,330	+3,74,432
1903	10,98,96,302	80,86,118	40,92,942	3.73	41,85,502	2,062	—91,622
1904	11,22,35,779	82,90,712	41,48,862	3.70	42,59,767		—1,10,905
1905	11,31,43,178	79,91,323	40,84,528	3.61	42,77,173		—1,92,645

TABLE II

SCINDIA		INDIAN MIDLAND	
Earnings per mile per week	Pro of exp to earnings	Earnings per mile per week	Pro of exp to earnings
Rs		Rs	
54	133.30		
39	134.95		
58	83.05		
81	77.35		
85	71.99		
87	52.82		
95	53.14		
101	49.33		
101	49.69	56	82.03
117	46.62	81	80.63
95	47.74	99	72.53
		92	77.32
		86	80.80
		115	67.51
		124	61.45
		123	61.87
		144	57.83
		124	63.30
		134	58.41
		150	56.16
		147	55.35
		162	57.03
		213	46.23
		190	48.43
		209	50.43
		180	49.35
		183	49.96
		178	48.89

APPENDIX 38—contd

History of railways constructed and in progress.

[For Index see page 106]

Number ^{Main head 5}_{Sub heads (a) to (h)} GREAT INDIAN PENINSULA RAILWAY SYSTEM—concl'd.

5 (g) Gwalior Light railway (2' 0" gauge)—

Details of construction—

The open mileage of this railway is 183.33 miles, and may be divided into the following sections—(1) Gwalior to Sipri, 73.81 miles, (2) Gwalior to Bhind, 52.33 miles, and (3) Gwalior to Sabalgarh, 57.39 miles. The several sections were opened in 1899, 1899 and 1904, respectively.

Besides the above there are 66.66 miles under construction.

Permanent-way—The permanent-way consists of 30-lb flat footed steel rails, laid on sal and steel trough sleepers.

Ballast—The line is fully ballasted throughout with broken stone, sand and moorum.

Fencing—The line is fenced between Gwalior and Morai only.

Curves—The sharpest curve in station yards has a radius of 200 feet. The sharpest curve out of stations has a radius of 955 feet.

Gradients—The ruling gradient is 1 in 60.

Terms of contract—

The railway is worked under the following agreement—

Agreement of—11th October 1900 (between the Government of His Highness the Maharaja Scindia of Gwalior and the Indian Midland Railway Company) for working.

The general conditions of the agreement are as follows—

Government aid—Nil. The Gwalior Light railway is the property of the Gwalior Durbar.

Currency of contract—Either party may determine the agreement by giving three months' notice.

Terms of working—The gross receipts are collected and treated as receipts of the Indian Midland Railway Company and from them are deducted the actual expenditure in the Traffic and Audit departments for station and train staff, audit clerks, on printing and stationery and stores consumed, and all other expenses connected therewith and 5 per cent per annum for construction and maintenance of accommodation required for the exclusive use of the Light railway, 7½ per cent for ballast, permanent-way, etc., including maintenance and renewal plus 15 per cent to cover supervision and general charges other than those rendered in the accounts. The balance is paid over to the Gwalior Durbar.

Rates and fares—Rates and fares are the same as those in force on the Great Indian Peninsula railway.

Statistics of working—

TABLE I					TABLE II	
Calendar year	Capital outlay to end of each year	Gross earnings.	Net earnings.	Per cent on capital outlay	Earnings per mile per week	Proportion of expenses to earnings
	Rs.	Rs.	Rs.	Rs.	Rs.	
1896	2,166					
1897	1,03,553					
1898	9,30,815					
1899	22,79,267	4,094	—4,113		6	258.32
1900	27,10,557	84,617	—137		13	100.16
1901	31,07,277	82,227	—520		13	100.63
1902	31,77,104	1,09,577	5,346	0.33	17	91.47
1903	41,76,951	1,66,002	68,226	1.63	25	58.90
1904	46,62,993	1,83,281	51,501	1.13	22	71.36
1905	54,72,847	1,89,735	52,715	0.96	20	72.20

5 (h) Matheran Light railway (2' 0" gauge)—

Details of construction—

The line, from Neral station on the Great Indian Peninsula railway to the hill station of Mathoran, will be 12.79 miles long.

Its construction by Mr Abdul Husein Adamjee Peerbhoy of Bombay has been authorized by an order contained in the Bombay Government, Public Works Department (Railway), Notification No 34, dated the 28th July 1904. On completion the line will be worked by the Great Indian Peninsula Railway Company.

Terms of contract—

This railway will be maintained and worked under—

Terms—Contained in the order accompanying Bombay Government Notification No 34, dated the 28th July 1904.

The general conditions are as follows—

Government aid—Free provision of Government land.

Currency of agreement—Government may purchase the undertaking as a going concern from the promoter on 1st January 1940, or at the expiration of any subsequent period of 5 years, at 25 times the average net earnings of the undertaking for the 3 calendar years immediately preceding the date of purchase.

Terms of working—Not yet settled.

Rates and fares—Certain maxima have been fixed.

APPENDIX 38—contd.

History of railways constructed and in progress.

[For Index see page 106]

Number $\frac{\text{Main head 6}}{\text{Sub heads (a) to (i)}}$ **MADRAS RAILWAY SYSTEM—**

Lines comprising the system —The Madras railway system is made up of—

	Open line	Under construction or sanctioned for construction	Total
	Miles	Miles	Miles
(a) Madras railway (5' 6" gauge)	904 01	.	904 01
(b) Kolar Gold fields railway (5' 6" gauge)	9 83	.	9 83
(c) Madras (North East line) (Southern section of the East Coast (State) railway) (5' 6" gauge)	437 19	0 85	438 04
(d) Nilgiri railway (3' 3½" gauge)	16 99	11 39	28 38
(e) Shoranur Cochin railway (3' 3½" gauge)	61 75	.	61 75
(f) Tirupattur Krishnagiri railway (3' 6" gauge)	25 33	.	25 33
(g) Aihikal Mangalore extension (5' 6" gauge) . . . . .	..	77 27	77 27
(h) Salem Attur railway (5' 6" gauge) . . . . .	..	36 06	36 06
(i) Morappur Dharmapuri railway (2' 6" gauge) . . . . .	..	18 14	18 14
Total	1,515 40	143 82	1,659 22

Running powers—

Foreign lines over Home line—

Bongal Nagpur railway, Waltair to Vizagapatnam (including Wharf and Swamp lines)	} for passenger and goods trains	Miles
Southern Mahratta railway, Tadepalli to Bozwada		4 97
Nizam's Guaranteed State railway, distant signal at Bozwada to Bozwada station		2 07
Total		8 82

6 (a) Madras railway proper (5' 6" gauge)—

Details of construction—

The open mileage of the Madras railway proper amounts to 904 01 miles. This may be divided into (1) the *South-West line*, main line (Madras to Azhikal), 172 73 miles, branches, 123 miles and (2) the *North-West line* (Arkonam to Rairchur), 308 28 miles. Of the above 43 13 miles are double line.

Sanction was first given to the construction of the South-West line in 1853 and it was opened through to Calicut in 1888. The North-West line was sanctioned in 1859 and was opened through to Rairchur in 1871.

Permanent-way—The present type of permanent-way for the main line is 80-lb bull-headed steel rails, laid on cast iron pots, each weighing 112 lbs. The section, Calicut to Azhikal, is laid with 60 lb flat-footed steel rails on wooden sleepers.

Ballast—The line is ballasted with stone and sand, chiefly the former.

Fencing—The line is fenced throughout.

Curves—The sharpest curve is of 700 feet radius.

Gradients—The ruling gradient between Madras and Mallapuram is 1 in 200, between Mallapuram and Calicut, 1 in 100 (except at Mallapuram Ghât where it is 1 in 70 and at Walayar Ghât where it is 1 in 62), between Calicut and Cannanore, 1 in 150, between Jalarpet and Bangalore, 1 in 100 (except at Kuppam Ghât where it is 1 in 66), between Podanur and Mettupalayam, 1 in 80, between Olavakkot and Palghat, 1 in 106, between Walayar Road and Rampet, 1 in 150, and between Arkonam and Rairchur, 1 in 50 (except at Ballapalli Ghât where it is 1 in 66).

Terms of contracts—

The Madras railway is worked under the following contracts—

Contracts of—22nd December 1852 (South-West line)

19th December 1855 (South-West line)

13th August 1858 (North-West line)

2nd January 1871 (Amalgamation)

18th January 1901 (Calicut-Azhikal extension)

1st November 1901 (Walayar Road (Arcot)-Rampet branch)

The general conditions of the contracts are as follows—

Government aid—Guarantee of interest in sterling at 5 per cent for term of contract. On some portion of the share capital and on debentures lower rates of interest are guaranteed. Land also was provided free of cost.

Currency of contracts—In ninety-nine years from 1st April 1857 the line reverts to Government on paying for the rolling-stock at its full value provided the Company had not previously given notice terminating the contract. Government may, within six months after the expiration of 25 or 50 years of the term, determine the contract by purchase at the mean market value of the shares during the three preceding years. Possession to be taken of the railway at the half-yearly day next but one following the notice. Government may also determine the contract at any time, on giving three months' notice, if the Company fails to observe its obligations, Government repaying the capital expended.

NOTE—Government relinquished their right to determine the contract at the end of the 25th year and the only remaining opportunity of giving notice of purchase will be in 1907 within six months after 1st April.

APPENDIX 38—contd.

History of railways constructed and in progress.

[For Index see page 106]

Number $\frac{\text{Main head 6}}{\text{Sub heads (a) to (v)}}$. MADRAS RAILWAY SYSTEM—contd.

6 (a) Madras railway proper (5' 6" gauge)—concl'd

Terms of contracts—concl'd

Power of Company to surrender contract—The Company may, at any time, surrender on six months' notice, receiving back the capital expended

Terms of working—As to the lines covered by the contract of 2nd January 1871, after deducting the working expenses (which include any single item of capital expenditure not exceeding Rs 1,000 classed as a 'Minor Work,' subject to a maximum charge on such account of Rs 15 per mile of line open in each half-year) the surplus profits, after repayment of the guaranteed interest of each half-year converted at the rate of exchange of 1s 10d per rupee, are divided equally between Government and the Company. As to the Calcut-Azhikal railway working expenses are calculated at the average rate prevailing in each half-year over the entire system, and if the net earnings in any half-year exceed the interest charges converted at the prescribed rate of exchange, one-fifth belongs to the Company, but any deficiency in one half-year is a first charge on the net receipts of that and the next succeeding half-year of every line of railway for the time being belonging to the Company. Subject to the provisions in the contract of 16th January 1901 the covenants and provisions of the several principal Indentures apply to the Calcut-Azhikal railway.

Rates and fares—Under the contract Government fixed maxima rates and fares, which cannot be altered by Government until the net receipts exceed 10 per cent on the capital outlay. The fixed maxima rates cannot be altered by the Company without Government sanction. Authority, however, has been given to the Company, by an executive order, to vary its rates within the prescribed maxima without reference to Government.

Statistics of working—

TABLE I								TABLE II		
Calendar year	Capital outlay to end of each year	Gross earnings	Net earnings	Per cent on capital outlay	Guaranteed interest (at current rates of exchange)	Company's share of net earnings	Gain or loss to the State	Calendar year	Earnings per mile per week	Proportion of expenses to earnings
	Rs	Rs	Rs		Rs	Rs	Rs		Rs	
1870	11,15,68,493	66,20,486	20,75,170	1 81	57,04,205		—36,29,035	1856	75	51 66
1880	11,39,78,220	61,62,546	19,57,137	1 73	57,16,332		—37,59,195	1857	91	47 13
1891	11,40,07,803	63,11,312	20,75,856	1 82	57,17,395		—36,40,509	1858	93	5 53
1892	11,39,69,609	69,18,571	25,70,841	2 25	56 89,011		—31,18,170	1859	122	60 35
1893	11,39,92,074	66,31,909	25,26,549	2 22	57,03,416		—31,81,567	1860	117	73 50
1894	11,42,51,164	71,41,318	29,35,687	2 57	64,23,432		—34,87,745	1861	91	71 08
1895	11,50,33,160	76,57,993	32,79,168	2 85	67,36,206		—34,57,038	1862	84	74 02
1896	11,59,81,297	79,66,097	32,29,243	2 78	71,24,952		—38,95,709	1863	110	68 57
1897	11,40,70,190	81,72,535	28,80,029	2 52	73,20 207		—44,40,178	1864	193	49 62
1898	11,53,78,656	85,31,054	35,21,615	3 05	76,23,851		—41,02,236	1865	145	45 69
1899	11,63,84,605	91,10,894	37,38,421	3 21	76,69,934		—39,91,513	1866	147	45 62
1900	11,79,84 234	95,06,184	45,21,480	2 83	68,85,958		—23,64,478	1867	153	43 47
1901	11,69,52,099	93,44,638	39,06,529	3 28	73,92,186		—34,95,657	1868	181	41 48
1902	11,97,71,835	96,24 670	42,92,133	3 58	83,62,369		—40,70,236	1869	171	49 16
1903	12,03,69,499	1,05,05,036	54,21,742	4 50	84,32,732		—30,60,990	1870	146	52 84
1904	12,05,25,315	1,03,21,012	49,47,863	4 10	96,56,469		—47,03,606	1871	139	51 27
1905	12,05,91,797	1,12,08,407	58,10,310	4 80	96,17,435	53,195	—38 60,320	1872	143	52 19
1896	12,11,52,091	1,08,80,251	53,85,291	4 44	89 92,684		—36,07,393	1873	157	56 94
1897	12,15,01,503	1,14,65,314	59 82,565	4 92	84,81,597	91,135	—25,90,167	1874	132	64 67
1898	12,22,69,990	1,07,20,483	54,12,657	4 43	82,40,191	90,546	—23,18,080	1875	144	70 23
1899	12,34,93,025	1,05,45,102	50,16,254	4 06	80,58,144		—30,41,590	1876	159	64 38
1900	12 62 82 369	1,13 39,222	53,70,820	4 25	81,24,701		—27,52,831	1877	225	59 26
1901	13 13,51,379	1,14,86,803	57,95,603	4 40	83,15,733		—25,30,130	1878	148	76 05
1902	13,50,23,683	1,18,41,074	57,91,420	4 20	84,41,464		—26,50,044	1879	148	68 63
1903	13,64,08,517	1,26,21,022	55,67,864	4 03	84,39 831		—29,71,967	1880	193	65 24
1904	13,71,10,000	1,37,65,064	62,73 135	4 57	86,30,058		—23,56,923	1881	141	67 11
1905	13,85,08,336	1,39,16,956	58,69,047	4 24	87,03,239		—28,34 192	1882	155	62 84
								1883	148	61 90
								1884	160	53 69
								1885	171	57 18
								1886	178	59 46
								1887	189	64 76
								1888	195	58 72
								1889	209	58 97
								1890	218	52 44
								1891	214	59 20
								1892	221	55 40
								1893	241	48 39
								1894	237	52 06
								1895	257	47 55
								1896	249	50 50
								1897	263	47 65
								1898	246	49 51
								1899	240	52 43
								1900	254	51 75
								1901	253	49 63
								1902	256	50 25
								1903	251	55 88
								1904	298	54 41
								1905	296	57 83

6 (b) Kolar Gold-fields railway (5' 6" gauge)—

The railway was constructed by the Mysore State in order to provide facilities for the gold-fields.

APPENDIX 38—contd

History of railways constructed and in progress.

[For Index see page 106]

Number ^{Main head 6}_{Sub heads (a) to (i)} MADRAS RAILWAY SYSTEM—contd

6 (b) Kolar Gold fields railway (5' 6" gauge)—concl'd

Details of construction—

The railway is 9.88 miles long. It connects Bowringpet with Marikuppam. Its construction was sanctioned in 1892 and it was opened in 1894.

Permanent-way—The line is laid with 76 lb. bull-headed steel rails on cast iron pot sleepers.

Ballast—The line is ballasted with stone and sand, chiefly the former.

Fencing—The line is fenced throughout.

Curves—There are no curves with a radius of less than 1,000 feet.

Gradients—The ruling gradient is 1 in 66.

Terms of contract—

The railway is worked under the following agreement—

Agreement of—1st July 1902 (between the Mysore Government and the Madras Railway Company) for working and maintenance with effect from 1st January 1901.

The general conditions of the agreement are as follows—

Government aid—The line is the property of the Mysore State.

Currency of agreement—The agreement to remain in force subject to six months' notice from either side on the 30th of June or the 31st of December of any year.

Terms of working—The Company to charge for working and maintenance the same proportion of gross earnings which the working expenses of the whole system, including this line, bear to the gross earnings of that system, and 5 per cent. of the gross earnings of the railway for rolling-stock.

Rates and fares—Subject to certain special rates and fares, the same rates, etc., as are in force from time to time on the Madras railway.

Statistics of working—

TABLE I.					TABLE II.	
Calendar year	Capital outlay to end of each year	Gross earnings.	Net earnings	Per cent. on capital outlay	Earnings per mile per week	Proportion of expenses to earnings
	Rs.	Rs.	Rs.		Rs.	
1892	27,661					
1893	5,27,674					
1894	6,56,175	75,771	29,273	4.46	219	61.87
1895	6,61,654	1,52,953	66,379	10.03	294	56.60
1896	7,45,004	1,55,317	67,287	8.50	299	59.25
1897	7,91,071	2,08,874	90,278	11.11	402	56.77
1898	8,09,537	2,01,002	82,183	10.15	393	54.82
1899	10,79,552	1,77,667	56,827	5.27	312	68.01
1900	10,77,901	2,08,892	67,093	6.22	402	67.88
1901	11,20,330	2,17,661	91,877	8.20	421	57.79
1902	11,38,480	2,16,629	84,874	7.45	422	60.83
1903	11,62,504	2,07,257	75,237	6.47	403	67.70
1904	11,73,128	2,44,744	89,230	7.61	476	63.54
1905	11,87,564	1,88,401	67,600	5.69	367	64.11

6 (c) Madras (North-East line) railway (5' 6" gauge)—

Details of construction—

The North-East line, which is the southern portion of the old East Coast railway, is 497.19 miles long. It consists of 485.26 miles of main line (Washermenpet to Waltair) and 11.93 miles of branches.

Its construction was sanctioned in 1890 and it was opened throughout in 1900.

Permanent-way—The permanent-way consists of 75-lb. flat-footed steel rails laid on wooden and pea-pod steel sleepers. The wooden sleepers are gradually being renewed by cast iron pot sleepers.

Ballast—The line is ballasted with stone and sand, chiefly the former.

Fencing—The line is fenced only in the vicinity of towns, stations and level crossings.

Curves—There are no curves with a radius of less than 1,000 feet.

Gradients—The ruling gradient between Madras and Kistna canal is 1 in 200, and between Kistna canal and Waltair, 1 in 150.

Terms of contract—

The line is worked under the following contract—

Contract of—31st December 1902 (between the Secretary of State and the Madras Railway Company) for maintenance, management and working.

The general conditions of the contract are as follows—

Currency of contract—The contract is to continue in force till the 31st December 1907. If the original contract with the Company, dated the 2nd January 1871, is for any reason terminated under the provisions thereof prior to the expiry of the term of this contract, the latter also will, *ipso facto*, terminate at the same time. The contract may also be terminated after twelve months' notice on the 1st April of any year subsequent to 1904.

APPENDIX 38—*contd.**History of railways constructed and in progress.*

[For Index see page 106]

Number Main head 6
Sub heads (a) to (i) **MADRAS RAILWAY SYSTEM—*contd.*****6 (c) Madras (North-East line) railway (5' 6" gauge)—*concl'd.*****Terms of contract—*concl'd.***

If the contract is determined by notice at any time previous to the 1st April 1907, and if the ratio of the working expenses to the gross earnings of the Company shall have been raised, by reason of the Company having worked the State railway under this contract, so that the total working expenses of the Company's system from the 1st January 1901 to the termination of the contract shall exceed 50 per cent of the total gross earnings of the Company's system during such period, the Company will be entitled to suitable compensation for such increase.

Terms of working—The working expenses of the State railway are to include per half-year any single item of capital expenditure not exceeding Rs 1,000 classed as a 'Minor Work,' subject to a maximum charge on such account of Rs 15 per mile of line open in each half year, a sum not exceeding Rs 10 for every mile of line open to traffic for Government supervision and control, and the following—

- the actual expenditure incurred under the account heads of "Maintenance and renewal of permanent way," "Repairs of bridges, etc, wages and materials," "Conveyance of rivers," and "Repairs of staff quarters",
- the share of the general working expenses of the system under the remaining heads of account in proportion to the gross earnings of the State railway,
- the allowances and interest payable under the contract for the use by the State railway of the Company's terminal station at Madras,
- the expenditure incurred by the Company in replacing or repairing the State railway locomotive engines and tenders,

The balance of the gross earnings to belong to Government

Rates and fares—Government exercise full control over rates and fares

Government have reserved the power to require, at six months' notice, the retransfer of the Junction station at Waltair and the branch taking off from the Junction to Vizagapatam

Statistics of work ing—

TABLE I							TABLE II		REMARKS
Calendar year	Capital outlay to end of each year	Gross earnings	Net earnings	Per cent on capital outlay	Interest	Gain or loss to the State	Earnings per mile per week	Proportion of expenses to earnings	
	Rs	Rs	Rs		Rs	Rs	Rs		
1890	3,79,490				7,590	-7,590			The figures prior to 1901 relate to the whole of the East Coast (State) railway
1891	1,10,60,894				2,33,786	-2,33,786			
1892	2,60,11,131				7,41,621	-7,41,621			
1893	3,53,67,473	4,98,660	1,53,732	0.43	1,48,888	-11,95,136	68	84.69	
1894	4,79,47,727	14,80,678	1,50,921	0.34	15,92,909	-14,41,988	98	89.81	
1895	5,09,41,876	19,04,251	3,29,184	0.65	19,12,886	-15,83,702	90	82.71	
1896	6,33,64,948	24,66,573	5,39,901	0.85	23,72,875	-18,32,974	94	77.93	
1897	7,22,26,070	29,21,162	8,92,453	1.23	26,90,795	-18,44,343	100	69.59	
1898	8,24,02,259	28,10,742	6,69,871	0.81	30,98,828	-24,28,997	94	76.46	
1899	8,65,93,097	43,92,237	15,37,294	1.78	51,14,603	-19,77,308	104	65.11	
1900	8,80,71,731	64,04,543	26,54,794	3.01	34,46,555	-7,91,761	143	56.10	
1901	6,07,27,375	45,68,155	20,31,210	3.34	24,51,072	-4,19,662	176	65.62	
1902	6,16,59,605	45,46,451	16,19,128	2.62	24,46,187	-8,27,059	177	64.39	
1903	6,33,83,510	45,18,656	15,53,337	2.45	24,82,162	-9,28,825	176	65.62	
1904	6,43,95,839	50,43,367	15,61,875	2.43	25,44,480	-9,82,705	166	69.03	
1905	6,50,33,641	67,36,215	26,65,781	4.10	25,77,404	+88,277	262	60.43	

6 (d) Nilgiri railway (3' 3½" gauge)—

The old Nilgiri Railway Company was registered on the 30th September 1885 with a nominal capital of Rs 25,00,000 and a contract was executed between the Secretary of State and that Company on the 26th February 1886. The old Company went into liquidation in April 1894, and in February 1896 a new Company was formed to purchase the line from the old Company and to supply the capital required to complete it and to construct the proposed extension to Ootacamund. The line from Mettupalayam to Coonoor was completed by the new Company and opened for traffic on the 15th June 1899. On the offer of the new Company to sell the line it was purchased by Government for £235,000 on the 1st January 1903.

Details of construction—

The open mileage of this railway is 16.99 miles. The line connects Mettupalayam with Coonoor. It was sanctioned in 1892 and was opened in 1899.

Besides the above there are under construction 11.50 miles, viz, from Coonoor to Ootacamund.

APPENDIX 38—*contd**History of railways constructed and in progress.*

[For Index see page 106]

Number ^{Main head 6}_{Sub heads (a) to (i)} MADRAS RAILWAY SYSTEM—*contd.*6 (d) Nilgiri railway (3' 3½" gauge)—*concl'd*Details of construction—*concl'd*

Permanent-way—The permanent-way consists of flat footed steel rails, 50 lbs to the yard, laid on pyramid sleepers. Between Kallar and Coonoor, there is also a central rack rail with channel bars

Ballast—The line is ballasted with clean broken granite

Fencing—The line is fenced throughout

Curves—The sharpest curve is of 318 feet radius

Gradients—The ruling gradient is 1 in 12½

Terms of contract—

The railway is worked by the Madras Railway Company under the following terms (approved in Government of India letter No 563 R T, dated the 27th June 1903)—

Government aid—The line is the property of the State

Currency of agreement—

Power to determine agreement— } The agreement may be terminated at any time on six months' notice from either party

Terms of working—The Nilgiri railway to pay actual outlay on engineering maintenance and for fuel, and repairs and renewals of engines and carriage and wagon stock For all other expenses of working the Madras railway to receive 25 per cent of gross earnings, plus 10 per cent of the net receipts

Rates and fares—Certain maxima have been fixed within which the Company is permitted to vary rates

Statistics of working—

TABLE I										TABLE II	
Calendar year	Capital outlay to end of each year	Gross earnings	Net earnings	Per cent. on capital outlay	Subsidy from Government	Total income	Percentage of total income on capital outlay	Interest	Gain or loss to the State	Earnings per mile per week	Proportion of expenses to earnings
	Rs	Rs	Rs		Rs	Rs		Rs	Rs	Rs	
1890	67,850										
1891	2,89,134										
1892	8,89,711										
1893	15,50,000										
1894	18,50,000										
1895	22,60,000										
1896	18,92,610										
1897	36,81,977										
1898	44,54,035										
1899	47,89,911	81,448	20,209	0.42	24,392	44,600	0.93			175	76.06
1900	48,96,490	1,76,032	86,612	1.77	23,006	1,19,648	2.44			200	42.83
1901	48,74,254	2,41,336	1,37,883	2.83		1,37,883	2.83			275	42.87
1902	49,08,431	3,09,063	1,12,111	2.28		1,12,111	2.28			352	63.73
1903	35,24,265	2,74,905	73,958	2.10		73,998	2.10	1,65,497	—91,509	311	73.09
1904	37,84,423	2,90,129	66,162	1.85		66,162	1.85	1,33,394	—67,223	328	77.20
1905	43,86,192	3,15,492	48,972	1.12		48,972	1.12	1,35,878	—86,906	357	84.48

6 (e) Shoranur-Cochin railway (3' 3½" gauge)—

Details of construction—

The railway is 64.75 miles long It connects Shoranur with Ernakulam It was sanctioned in 1899 and opened in 1902

Permanent-way—The permanent-way consists of 41½-lb flat-footed steel rails on wooden sleepers.

Ballast—The line is ballasted throughout with stone and sand, chiefly the former.

Fencing—The line is fenced in the vicinity of towns, stations and level crossings

Curves—The sharpest curve is of 518.57 feet radius

Gradient—The ruling gradient is 1 in 80

Terms of contract—

The Shoranur Cochin railway is worked under the following agreement —

Agreement of—1st January 1901 (between His Highness the Raja of Cochin and the Madras Railway Company) for construction and working

The general conditions of the agreement are as follows —

Government aid—The line is the property of the Cochin State

Currency of agreement—This agreement is to remain in force until the termination of the agreement, dated the 2nd January 1871, between the Secretary of State and the Madras Railway Company

Terms of working—The Company engages for working the same proportion of the total revenue expenditure as the gross earnings of the Shoranur-Cochin railway bear to the gross earnings of the Madras railway system including the Shoranur Cochin railway After providing, from the net earnings, for the second contribution to the Madras Railway Provident Institution and for interest at the rate of 3 per cent per annum on the booked capital expenditure of the Shoranur-Cochin railway including land, the balance is divisible between the Cochin Durbar and the Madras Railway Company in the proportion of four-fifths to the Durbar and one-fifth to the Company

Rates and fares—The same as are generally applicable from time to time to the system of railways worked by the Company

APPENDIX 38—*contd**History of railways constructed and in progress*

[For Index see page 106]

Number $\frac{\text{Main head 6}}{\text{Sub heads (a) to (i)}}$ MADRAS RAILWAY SYSTEM—*concl'd*6 (e) Shoranur-Cochin railway (3' 3½" gauge)—*concl'd*

Statistics of working—

TABLE I					TABLE II	
Calendar year	Capital outlay to end of each year	Gross earnings	Net earnings	Per cent on capital outlay	Earnings per mile per week	Proportion of expenses to earnings
	Rs	Rs	Rs		Rs	
1898	53,921					
1899	80,927					
1900	28,47,394					
1901	50,82,280					
1902	63,66,301	1,34,815	73,299	1 15	69	45 64
1903	64,41,890	3,52,964	1,98,073	3 07	105	43 90
1904	67,88,610	3,92,782	1,94,244	2 86	117	50 55
1905	63,90,214	3,86,945	1,61,895	2 36	115	58 29

6 (f) Tirupattur-Krishnagiri railway (2' 6" gauge)—

Details of construction—

The railway is 25 38 miles long It was sanctioned in 1902 as a famine feeder line and was opened in 1905

Permanent-way—The permanent way consists of 30 lb flat-footed steel rails laid on cross sleepers of Malabar teak*Ballast*—The line is ballasted with stone in cuttings and moorum in banks with a stone covering broken to 2" gauge*Fencing*—The line is unfenced*Curves*—The sharpest curve is of 955 feet radius*Gradients*—The ruling gradient is 1 in 67

Terms of contract—

The line is worked under the following contract —

Contract of—4th October 1904 (between the Secretary of State and the Madras Railway Company) for construction, maintenance and working

The general conditions of the contract are as follows —

Government aid—The line is the property of the State*Currency of contract*—The contract is to continue in force till the 31st December, 1907 but may be terminated after twelve months' notice on the 1st April of any year.*Terms of working*—The working expenses are to include per half-year any single item of capital expenditure not exceeding Rs 1,000 classed as a "Minor work," subject to a maximum charge on such account of Rs 15 per mile of line open in each half-year, a sum not exceeding Rs 40 for every mile of open line for Government supervision and control, the Company to charge for working and maintenance the same proportion of gross earnings which the working expenses of the whole system including this line bear to the gross earnings of that system, provided that such share shall in no case be less than an average sum of Rs 35 per mile per week The balance of the gross earnings to belong to Government*Rates and fares*—Government exercise full control over rates and fares

Statistics of working—

TABLE I							TABLE II	
Calendar year	Capital outlay to end of the year	Gross earnings	Net earnings	Per cent on capital outlay	Interest	Gain or loss to the State	Earnings per mile per week	Proportion of expenses to earnings
	Rs	Rs	Rs		Rs	Rs	Rs	
1905	10,63,690	12,840	—1,067		18,802	—19,869	84	103 31

6 (g) Azhikal-Mangalore railway (5' 6" gauge)—

Details of construction—

The railway is 77 27 miles long It was sanctioned in 1901 and is under construction.

6 (h) Salem-Attur railway (5' 6" gauge)—

Details of construction—

The railway is 36 06 miles long. It was sanctioned in 1903 as a famine feeder line, but the commencement of work has not yet been authorised

6 (i) Morappur-Dharmapuri railway (2' 6" gauge)—

Details of construction—

The railway is 18 14 miles long It was sanctioned in 1902 as a famine feeder line and was opened in January 1906

APPENDIX 38—*contd.**History of railways constructed and in progress.*

[For Index see page 106.]

Number $\frac{\text{Main head 7}}{\text{Sub head (a)}}$. NAGDA-MUTTRA RAILWAY (5' 6" gauge)—

Details of construction—

This railway, from Nagda to Muttra, is under construction by the State. It will be 313.93 miles long. Sanction to its construction was given in 1905.

Number $\frac{\text{M head 8}}{\text{Sub heads (a) to (c)}}$ NIZAM'S GUARANTEED STATE RAILWAY SYSTEM—

Lines comprising the system—The Nizam's Guaranteed State railway system is made up of—

	Open line Miles
(a) Nizam's Guaranteed State railway (5' 6" gauge)	330.14
(b) Bezawada Extension railway (5' 6" gauge)	20.58
(c) Hyderabad Godavari Valley railway (3' 3½" gauge)	391.13
Total	741.85

Running powers—

Home line over foreign line—

Distant signal at Bezawada to Bezawada station, Madras (North East line), for passenger and goods trains

0-49

Up to the end of 1878 the line was worked by the Great Indian Peninsula Railway Company with its own rolling-stock. From January 1879 to the 31st December 1884 it was worked by State agency, and from January 1885 by His Highness the Nizam's Guaranteed State Railways Company. The section of the East Coast (State) railway, which extends from the frontier of His Highness the Nizam's dominions to the north distant signal of the Bezawada station, was worked by this Company as part of its own system up to December 1897, when it was transferred to the East Coast (State) railway. It was transferred back to the Company for working from the 1st January 1901.

8 (a) Nizam's Guaranteed State railway proper (5' 6" gauge)—

Details of construction—

The open mileage of the Nizam's Guaranteed State railway proper is 330.14 miles, which may be divided into main line (Wadi junction to the British frontier), 310.10 miles, and branches, 20.04 miles. Its construction was first sanctioned in 1871 and it was opened through in 1889.

Permanent way—The first 47 miles from Wadi are laid with 75-lb bull-headed steel rails on cast iron pot sleepers and the following 9 miles with 68-lb double-headed steel rails on cast iron pot sleepers. The remainder of the line is laid with 66½-lb flat footed steel rails on steel per-pot sleepers, with the exception of the mixed (5' 6" and 3' 3½") gauge line from Secunderabad to Hyderabad which has wooden sleepers under the same section of rail.

Ballast.—The line is ballasted throughout with stone and sand.

Fencing—The line is fenced from Wadi to Secunderabad, but from Secunderabad to the frontier only the station-yards are fenced.

Curves—The sharpest curve is of 1,300 feet radius.

Gradients—The ruling gradient is 1 in 100.

Terms of contract—

The railway is worked under the following contract—

Contract of—27th December 1883 (between the Nizam's Government and the Nizam's Guaranteed State Railways Company) for construction, maintenance and working.

The general conditions of the contract are as follows—

Terms of contract—The Nizam's Guaranteed State Railways Company was formed in 1883 for the purpose of requiring and working the then existing railway and of constructing on the same gauge and working certain new lines, with a capital not exceeding £4,500,000 to be raised by the issue of shares and redeemable mortgage debentures (or as may be agreed upon), His Highness the Nizam's Government paying thereon for 20 years an annuity to be applied in payment of interest and towards a sinking fund for the redemption or reduction of capital. Land was provided free of charge.

Note—The guarantee of His Highness the Nizam's Government on the share capital of £2,000,000 and £241,600 four per cent debentures expired on the 25th June 1904.

Currency of contract—The contract is current for a period of 99 years, and, on expiry by effluxion of time, the land, buildings and fixed works, etc., and all rolling-stock, stores, etc., at a fair valuation, revert to the Nizam's Government. The Nizam's Government has the option of purchasing the line on the 1st January 1911, 1934 or 1951, on twelve months' notice, by paying in sterling the capital unredeemed and a bonus of 25 per cent thereon. In case of breach of contract by the Company the Nizam's Government may give six months' notice and resume possession of the line, etc., by paying the amount of capital unredeemed, unless the default or breach is remedied within that period.

Terms of working—From gross earnings are deducted working expenses, and during the guaranteed period the net earnings are applied in the first instance to repayment of the annuity paid in the same half-year. Of the residue one moiety is utilised towards the repayment of previous payments of annuity and sums owing to the Nizam's Government, and the balance is paid to the Company. After the expiration of the annuity, a sum sufficient for payment of interest on the capital unredeemed will be retained by the Company, and of the balance one half will be paid to the Nizam's Government, the remaining half being made over to the Company.

Rates and fares—The rates and fares not to be, unless otherwise agreed between His Highness' Government and the Company, in excess of the rates and fares which were in existence on the Great Indian Peninsula railway at the time the contract was made.

APPENDIX 38—contd

History of railways constructed and in progress

[For Index see page 106]

Number ^{Main head 8} Sub heads (a) to (c). NIZAM'S GUARANTEED STATE RAILWAY SYSTEM—contd

8 (a) Nizam's Guaranteed State railway proper (5' 6" gauge)—concl'd

Statistics of working—

TABLE I					TABLE II (Includes Bezwada Extension)	
Calendar year	Capital outlay to end of each year	Gross earnings	Net earnings	Per cent on Capital outlay	Earnings per mile per week	Pro of exp to earnings
	Rs	Rs	Rs		Rs	
1879	1,16,46,997	6,94,401	89,925	0.77	110	87.01
1880	1,21,90,870	7,02,716	2,48,604	2.04	112	68.08
1881	1,23,85,231	7,56,534	2,58,666	2.35	120	61.32
1882	1,22,27,794	8,59,418	3,75,099	3.07	141	56.35
1883	1,22,83,560	8,53,521	2,37,932	1.94	137	72.12
1884	1,23,08,720	9,72,017	4,70,227	3.82	155	63.02
1885	2,05,60,998	11,13,950	4,87,024	2.37	178	56.26
1886	2,71,49,342	18,81,077	6,94,524	2.56	143	49.71
1887	2,69,71,143	15,48,891	5,52,905	2.05	143	64.81
1888	3,55,11,834	17,76,075	7,57,467	2.13	118	57.35
1889	3,50,46,922	22,57,462	7,72,513	2.15	129	66.90
1890	3,77,11,194	25,07,268	10,59,590	2.76	140	59.74
1891	3,95,18,791	27,76,437	12,57,860	3.18	151	54.70
1892	3,95,48,395	27,80,642	13,24,959	3.35	151	52.85
1893	4,01,96,909	30,61,605	14,36,451	3.57	136	53.08
1894	4,02,33,826	32,56,885	16,22,028	4.03	177	50.20
1895	4,06,43,818	32,15,541	15,77,149	3.88	185	53.77
1896	4,08,24,737	33,03,522	17,28,106	4.24	187	50.02
1897	4,09,60,944	36,10,354	19,38,769	4.73	205	48.67
1898	4,10,54,449	39,07,012	22,74,580	5.54	221	44.20
1899	4,15,63,731	41,10,201	25,01,046	6.02	240	43.45
1900	4,17,49,124	49,12,056	28,41,985	6.81	286	41.52
1901	4,24,30,543	40,77,927	26,48,120	6.24	236	35.59
1902	4,28,89,527	44,06,494	26,82,533	6.25	254	39.89
1903	4,30,13,663	43,18,630	25,38,986	5.90	251	41.79
1904	4,32,66,412	43,32,440	27,90,690	6.47	252	36.18
1905	4,35,86,043	42,78,161	28,42,703	6.54	251	33.98

8 (b) Bezwada Extension railway (5' 6" gauge)—

Details of construction—

This railway is 20.58 miles long and extends from the Hyderabad frontier to Bezwada. Its construction was sanctioned in 1886 and it was opened in 1889.

Permanent-way—The line is laid with 66½-lb flat-footed steel rails chiefly on steel pea-pod sleepers.

Ballast—The line is ballasted throughout with stone and sand.

Fencing—The line is fenced at stations only.

Curves—There are no curves with a radius of less than 1,900 feet.

Gradients—The ruling gradient is 1 in 100.

Terms of contract—

The line is maintained and worked for the same percentage of its gross earnings as the aggregate working expenses of the amalgamated undertaking of the 5' 6" gauge system bear to the aggregate gross earnings for the same half-year, plus 5 per cent of the gross earnings of the Bezwada extension railway for the use of rolling stock, and the cost of Government Audit establishment and interest on joint works at Bezwada.

Statistics of working—

TABLE I							TABLE II	
Calendar year	Capital outlay to end of each year	Gross earnings	Net earnings	Per cent on Capital outlay	Interest	Gain or loss to the State	Earnings per mile per week	Pro of exp to earnings
	Rs	Rs	Rs		Rs	Rs	Rs	
1887	8,11,654				16,363	—16,363		
1888	11,56,237				39,357	—39,357		
1889	13,46,302	76,671	16,326	1.21	53,530	—37,204		
1890	13,90,830	74,731	16,318	1.17	54,530	—38,212		
1891	14,11,077	87,367	23,699	2.03	56,266	—27,567		
1892	14,17,674	98,779	28,347	2.00	56,584	—28,237		
1893	14,21,456	1,08,386	34,972	2.39	56,888	—29,916		
1894	14,26,901	1,71,016	71,270	5.00	57,122	+14,149		
1895	14,31,642	95,119	95,119	6.64	57,239	+37,880		
1896	14,35,588	73,057	38,496	2.68	57,406	—18,910		
1897	14,95,418	1,66,890	56,645	3.79	58,383	—1,738		
1898	15,01,343	1,69,061	95,390	6.35	59,569	+35,821		
1899	15,02,651	3,12,172	1,84,365	12.27	60,101	+1,24,264		
1900	15,02,618	3,56,446	2,38,989	15.90	60,106	+1,78,883		
1901	11,51,678	2,77,177	1,56,929	13.63	35,509	+1,21,420		
1902	11,60,425	2,89,663	1,40,429	12.08	46,375	+93,954		
1903	11,77,047	3,25,364	1,67,932	14.22	46,617	+1,20,715		
1904	11,75,731	2,93,153	1,53,353	13.04	46,898	+1,06,460		
1905	11,78,645	3,47,490	2,04,289	17.33	47,046	+1,57,193		

Included with the Nizam's Guaranteed State railway proper

APPENDIX 38—*contd**History of railways constructed and in progress*

[For Index see page 106]

Number $\frac{\text{Main head 8}}{\text{Sub heads (a) to (c)}}$ NIZAM'S GUARANTEED STATE RAILWAY SYSTEM—*concl'd*

8 (c) Hyderabad-Godavari Valley railway (3' 3½" gauge)—

Details of construction—

This railway connects Manmad with Hyderabad and is 391 13 miles long. Its construction was sanctioned in 1897 and it was opened through in 1901.

Permanent way—The permanent way consists of 50-lb flat-footed steel rails on steel pea-ped and wooden sleepers from mile 302 to 363 and wooden sleepers only for the remainder.

Ballast—The line is ballasted throughout with stone, sand and moorum.

Fencing—The line is fenced from mile 377½ to 381 and at all stations.

Curves—The sharpest curve is of 1,433 feet radius.

Gradients—The ruling gradient is 1 in 133 3.

Terms of contract—

The railway is worked under the following agreement—

Agreement of—16th March 1897 (between His Highness the Nizam's Government and the Nizam's Guaranteed State Railways Company) for construction and working.

The general conditions of the agreement are as follows—

Terms of contract—Capital to the extent of £2,500,000 to be raised by the issue of redeemable mortgage debentures, the Nizam's Government paying thereon an annuity, and, in addition, a sum of one per cent per annum for 20 years towards a sinking fund for the redemption of such debentures which will be a first charge on the Hyderabad-Godavari Valley railway and a second charge on the Nizam's Guaranteed State railway, after the expiration of the guaranteed period the interest payable thereon to be a first charge on the net earnings of the former line and a second charge on the surplus net earnings of the latter line after the service of the existing debenture debt has been provided for. The free use of land is provided for.

Currency of contract.—On expiry of the contract by effluxion of time the land, buildings and fixed works, etc., and all rolling-stock, stores, etc., at a full valuation, revert to the Nizam's Government. The contract runs concurrently with that of the Nizam's Guaranteed State Railways Company, and the Nizam's Government has the option of purchasing the line on the 1st January 1914, on twelve months' notice, by paying in sterling the capital unredeemed and a bonus of 25 per cent. thereon, or on the 1st January 1934 or 1954 without bonus. In case of breach of contract by the Company, the Nizam's Government may give six months' notice and assume possession of the line, etc., by paying the amount of capital unredeemed, unless the default or breach is remedied within that period.

Power of Company to surrender contract—Nil.

Terms of working—From the gross earnings are deducted working expenses, and the net earnings are applied in the first instance towards replacing the amount paid as interest on capital during construction, and during the guaranteed period to repayment of the annuity paid in same half-year, and not more than half the residue to repayment of previous payments of annuity, the remaining moiety being added to and dealt with as part of the net earnings of the Company in respect of the Nizam's Guaranteed State railway. After expiration of the annuity a sum sufficient for payment of interest on the capital unredeemed to be returned by the Company, and of the balance one-half to be paid to the Nizam's Government the remaining moiety being dealt with as above.

Rates and fares—Rates and fares not to be in excess of those prevailing on the Nizam's Guaranteed State railway.

Statistics of working—

TABLE I					TABLE II	
Calendar year	Capital outlay to end of each year	Gross earnings	Net earnings	Per cent on capital outlay	Earnings per mile per week	Pro of exp to earnings
	Rs	Rs	Rs		Rs	
1896	3,74,350					
1897	17,64,352					
1898	86,55,416					
1899	2,00,21,971	63,381	36,877	0 18	48	41 82
1900	2,31,94,817	10,63,023	4,20,826	1 81	70	60 41
1901	2,44,37,419	20,10,033	9,23,300	3 77	99	54 07
1902	2,57,75,220	22,63,013	9,67,892	3 76	112	57 70
1903	2,62,07,241	22,14,752	8,66,291	3 33	109	59 93
1904	2,64,85,096	22,11,781	7,74,804	2 93	109	64 97
1905	2,68,15,349	29,64,122	13,29,009	4 97	146	55 16

APPENDIX 38—contd

History of railways constructed and in progress.

[For Index see page 106]

Number ^{Main head 9}_{Sub heads (a) to (i)} . NORTH WESTERN (STATE) RAILWAY SYSTEM—

Lines comprising the system —The North Western (State) railway system is made up of—

	Open line	Under construction or sanctioned for construction.	Total
	Miles	Miles	Miles
(a) North Western (State) railway (5' 6" gauge)	3,268 85	181 49	3,450 3
(b) Jammu and Kashmir (Native state section) (5' 6" gauge)	15 98	...	15 98
(c) Ludhiana Dhuri-Jalhal railway (5' 6" gauge)	78 66		78 66
(d) Rajpura Bhatinda railway (5' 6" gauge)	107 05		107 05
(e) Southern Punjab railway (5' 6" gauge)	425 33		425 33
(f) Southern Punjab "Ludhiana" Extension railway (5' 6" gauge)	77 05	77 45	155 12
(g) Khushalgarh Kohat Thal railway (2' 6" gauge)	91 73		91 73
(h) Nowshera Durgai railway (2' 6" gauge)	40 25	7	40 25
(i) Daudot Light railway (2' 0" gauge)	6 18	...	6 18
(j) Amritsar Patli railway (5' 6" gauge)	..	26 85	26 85
(l) Jullundur-Kapurthalla Sultanpur (British section)	} Gauge not yet finally settled {	6 80	6 80
(l) Jullundur Kapurthalla Sultanpur (Native state section)		22 02	22 02
Total	4,111 08	314 61	4,425 69

Running powers—

Home line over foreign line —

East Indian railway, Ghaziabad to Delhi, for passenger and goods trains Miles
13 00

9 (a) North Western (State) railway proper (5' 6" gauge)—

Details of construction—

The open mileage of the North Western (State) railway proper is 3,268 85 miles, of which 1,683 36 miles are double line. This may be divided into (1) *the Commercial section*, main line (Ghaziabad to Peshawar and Lahore to Karachi), 1,444 70 miles, and branches, 699 53 miles, (2) *Military section, Sind Sagar*, main line (Lala Musa to Sher-Shah), 344 59 miles, and branches, 227 14 miles, (3) *Military section, Sind Pishin* (Ruk to Chaman), 336 03 miles, (4) *Military section, " " " "* line (Sibi to Quetta), 86 74 miles, and branches, 35 74 miles, (5) *Military section, Quetta-Nushki* to Nushki, 83 29 miles, and (6) *Peshawar-Jamrood branch*, 11 04 miles. The first sanction to the main line of this railway was given in 1859. It was opened through to Peshawar in 1883 and from Lahore to Karachi in 1889.

There are 181 49 miles of single and 239 16 miles of double line under construction.

Permanent-way—The permanent-way is of various types. On the single line, of iron rails there are 60-lb flat-footed, 68-lb double headed, 60-lb bull headed, 82-lb double-headed and 68-lb bull-headed, of steel rails there are 70-lb flat-footed, 82-lb flat-footed, 75-lb flat-footed, 64-lb double headed, 68-lb double-headed, 75-lb double headed, 68-lb bull-headed, 84-lb bull-headed, 100-lb flat-footed, 77½-lb bull-headed, 73-lb bull-headed and 85-lb bull-headed. On the double line, of iron rails there are 68-lb double headed, of steel rails there are 68-lb double headed, 75-lb flat-footed, 77½-lb bull headed and 100 lb flat footed. The sleepers used are chiefly of wood, but cast-iron (oval or round) pots and steel transverse sleepers are also extensively used.

Ballast—The line is ballasted throughout with sand, bricks and broken stone.**Fencing**—The line is fenced from Karachi to Ghaziabad, Ruk to Jhatpat and Lahore to Lala Musa. The line between Lala Musa and Peshawar is partially fenced.**Curves**—The sharpest curve is of 408 feet radius.**Gradients**—The ruling gradient between Kotri and Rohri, and Sibi and Ruk is 1 in 500, between Ghaziabad and Lala Musa, and Kotri and Lahore, 1 in 400, between Karachi and Kotri, 1 in 189, and between Lala Musa and Peshawar, 1 in 100. The ruling gradients on the Sind-Sagar, Marri-Attock, Sind-Pishin, and Mushkaf-Bolan lines are 1 in 400, 1 in 80, 1 in 40 and 1 in 25, respectively.

Terms of contracts—

The line is owned and worked by the State.

[For Index see page 106]

9 (a) North Western (State) railway proper (5' 6" gauge)—*concl'd*

Statistics of working—

[illegible]

APPENDIX 38—contd

History of railways constructed and in progress

[For Index see page 106]

Number $\frac{\text{Main head } a}{\text{Sub heads (a) to (i)}}$ NORTH WESTERN (STATE) RAILWAY SYSTEM—contd

9 (b) Jammu and Kashmir (Native State section) (5' 6" gauge)—

Details of construction—

This line, which extends from the Kashmir frontier to the left bank of the Tawi river near Jammu, is 15.98 miles long. Its construction was sanctioned in 1888 and it was opened in 1890.

Permanent way—The permanent way consists of 75-lb flat-footed steel rails laid on transverse sleepers of creosoted pine and deodar.

Ballast—The line is ballasted throughout with broken stone.

Fencing—The line is unfenced except at Sialkot station.

Curves—The sharpest curve is of 2,865 feet radius.

Gradients—The ruling gradient is 1 in 500.

Terms of contracts—

The railway is worked by the State under the following agreement—

Agreement—having effect from 1st January 1903 (between the Government of India and the Kashmir Durbar) for construction and working.

The general conditions of the agreement are as follows—

Government aid—Government allow this railway in addition to 44.5 per cent of the gross earnings of the Tawi-Suchetgarh section a rebate payment on interchanged traffic to the extent necessary to give the Durbar a total dividend of 3½ per cent per annum on the actual expenditure to the end of the half year concerned as entered in rupees in the capital account of the said railway—subject to a maximum limit equal to the net earnings of the North Western (State) railway from traffic interchanged with this section.

Currency of agreement—The agreement is current for a period of five years from 1st January 1903 and is terminable thereafter on six months' notice by either side.

Terms of working—The North Western (State) railway work and maintain the line for 55.5 per cent of its gross earnings, which includes hire of locomotives and rolling stock necessary and cost of such new minor works as are usually charged to revenue on the North Western (State) railway, subject to a limit of Rs 30 per mile per annum. The cost of additional works usually charged to capital to be found by the Durbar, no charge being made by the North Western (State) railway for supervision of the construction of such capital works except where special establishment is required.

Rates and fares—Rates and fares are those which are from time to time in force on the main line of the North Western (State) railway.

Statistics of working—

TABLE I								TABLE II	
Calendar year	Capital outlay to end of each year	Gross earnings	Net earnings	Per cent on capital outlay	Rebate from North Western (State) railway	Total income	Percentage on total income	Earnings per mile per week	Proportion of expenses to earnings
	Rs	Rs	Rs		Rs	Rs		Rs	
1888	29,545								
1889	7,51,458								
1890	12,37,071	45,667	13,770	1.11					
1891	13,80,083	57,812	15,904	1.15					
1892	9,45,302	41,718	15,444	1.63					
1893	9,56,327	51,637	14,932	1.50					
1894	9,59,173	60,463	17,555	1.83					
1895	9,60,110	56,239	25,026	2.60					
1896	9,60,011	55,185	24,558	2.55					
1897	9,65,151	48,509	21,587	2.21					
1898	9,62,846	48,164	21,433	2.23					
1899	9,60,820	51,132	22,932	2.39				58	55.50
1900	9,60,492	55,215	24,571	2.56				62	55.50
								67	55.50
1901	9,60,676	52,484	23,355	2.43				63	55.50
1902	9,62,471	51,815	23,080	2.40				63	55.50
1903	9,62,384	54,681	24,422	2.54	9,258	33,680	3.50	66	55.50
1914	9,62,206	56,231	27,024	2.60	8,615	37,678	3.50	68	55.50
1905	9,62,206	66,842	29,745	3.09	4,540	34,235	3.57	80	55.50

9 (c) Ludhiana-Dhuri-Jakhal railway (5' 6" gauge)—

Details of construction—

This railway is 78.66 miles long. Its construction was sanctioned in 1899 and it was opened in 1901.

Permanent way—The permanent way consists of 75-lb flat-footed steel rails laid on transverse sleepers of creosoted pine and deodar.

Ballast—The line is ballasted throughout with broken brick.

Fencing—Only the station yards and about 100 feet each side of level crossings are fenced.

Curves—The sharpest curve is of 1,364 feet radius.

Gradients—The ruling gradient is 1 in 460.

APPENDIX 38—*contd.**History of railways constructed and in progress.*

[For Index see page 106]

Number ^{Main head 9}
_{Sub heads (a) to (i)} NORTH WESTERN (STATE) RAILWAY SYSTEM—*contd*9 (c) Ludhiana-Dhuri-Jakhal railway (5' 6" gango)—*concl'd*

Terms of contract—

The railway is worked under the contract of 6th September 1899 (between the Secretary of State and the Maler Kotla and Jind Durbars) for construction and working

The general conditions of the contract are as follows —

Government aid —The line was constructed at the cost of the Maler Kotla and Jind Durbars

Currency of contract —The contract is terminable on the 1st January or 1st July in any year on six months' notice by either party. On breach of any of the provisions of the contract, if not remedied within six months of notice, the Secretary of State may determine the contract. Upon the determination of the contract the North Western (State) railway will give to the Maler Kotla and Jind Durbars possession of the railway, works, surveys and stores, and, on this being done, the Maler Kotla and Jind Durbars will indemnify the North Western (State) railway from all debts and liabilities incurred for the Ludhiana-Dhuri-Jakhal railway then subsisting. The working stores provided by the North Western (State) railway may, if desired by that railway, be taken over at a valuation to be mutually agreed upon.

Terms of working —After deduction of 55 per cent of the gross receipts for working expenses, the balance is paid to the Maler Kotla and Jind Durbars to be divided between them in the proportion of $\frac{1}{4}$ th and $\frac{3}{4}$ ths, respectively.

Rates and fares —Rates and fares as in force on the North Western (State) railway

Statistics of working—

TABLE I					TABLE II		REMARKS
Calendar year	Capital outlay to end of each year	Gross earnings	Net earnings	Per cent on capital outlay	Earnings per mile per week	Proportion of expenses to earnings	
	Rs	Rs	Rs		Rs		
1901	43,10,407	2,02,297	91,034	2.11	68	55.00	The decrease in Capital outlay in 1903 was due to credits
1902	43,21,799	4,07,005	1,82,252	4.21	99	55.00	
1903	41,19,964	3,15,626	1,41,762	3.44	77	55.00	
1904	41,19,694	3,46,009	1,55,727	3.78	85	55.00	
1905	41,22,517	5,15,087	2,31,753	5.62	126	55.00	

9 (d) Rappura-Bhatinda railway (5' 6" gauge)—

Details of construction—

This railway is 107.05 miles long. Its construction was first sanctioned in 1883 and it was opened through in 1889.

Permanent way —The line from Rappura to Patiala is laid with 68-lb bull headed steel rails on deodar sleepers and from Patiala to Bhatinda with 75-lb flat footed steel rails on creosoted pine and deodar sleepers.

Ballast —The line is ballasted throughout with broken brick.

Fencing —The line is fenced between Rappura and Patiala and at station yards and 100 feet on each side of level crossings between Patiala and Bhatinda.

Curves —The sharpest curve is of 1,146 feet radius.

Gradients —The ruling gradient is 1 in 500.

Terms of contract—

The railway is owned by the Patiala State and is worked by the North Western (State) railway under the following —

Contract of —30th January 1893 (between the Secretary of State and the Patiala Durbar) for maintenance and working.

Government of India letter No 817 R T of 5th October 1903, sanctioning the reduction in the percentage of gross earnings to be retained by North Western (State) railway for working, from 55 to 52, with effect from 1st January 1904.

The general conditions of the contract are as follows —

Government aid —The line has been constructed at the cost of the Patiala Durbar.

Currency of contract —The contract is terminable on the 1st January or 1st July in any year, on six months' notice by either party. On breach of any of the provisions of the contract, if not remedied within six months of notice, the Secretary of State may determine the contract. Upon the determination of the contract, the North Western (State) railway will give to the Patiala Durbar possession of the railway, works, surveys and stores, and, on this being done, the Patiala Durbar will indemnify the North Western (State) railway from all debts and liabilities incurred for the Rappura Bhatinda railway then subsisting. The working stores provided by the North Western (State) railway may, if desired by that railway, be taken over at a valuation to be mutually agreed upon.

Terms of working —55 per cent of the gross earnings to end of 1903 and 52 per cent thereafter.

Rates and fares —Rates and fares as in force on the North Western (State) railway.

APPENDIX 38—contd

History of railways constructed and in progress

[For Index see page 106]

Number ^{Main head 9} _{Sub-heads (a) to (i)} NORTH WESTERN (STATE) RAILWAY SYSTEM—contd.

9 (d) Rajpura-Bhatinda railway (5' 6" gauge)—contd.

Statistics of working—

TABLE I

TABLE II.

Calendar year	Capital outlay to end of each year	Gross earnings	Net earnings	Per cent on capital outlay	Earnings per mile per week	Proportion of expenses to earnings
	Rs	Rs	Rs		Rs	
1884	11,12,259	5,111	—496		17	109 72
1885	12,29,141	48,769	—4,255		59	106 09
1886	12,29,141	64,623	13,816	1 12	78	78 62
1887	12,43,250		15,425	1 24		
1888	22,61,990	} Not available		0 82	} Included with North West ern (State) railway	
1889	62 83 918	1,03,480	58,403	0 93	74	55 00
1890	65,60,331	5,66,946	2,55,126	3 99	101	55 00
1891	65 81,553	7,19,859	3,23,937	4 92	129	55 00
1892	66 41,382	5,64,053	2,53,824	3 82	100	55 00
1893	67,26,941	6,84,347	3,07,958	4 58	122	55 00
1894						
1895	67,01,669	12,59,032	5,66,565	8 15	224	55 00
1896	67 02,457	13 18,902	5,93,506	8 86	235	55 00
1897	66,95,813	9,07,826	4,19,022	6 71	178	55 00
1898	66 96 151	6,96,997	3,13,617	4 63	124	55 00
1899	67,04,520	7,02,637	3,16,187	4 72	129	55 00
1900	67,05,785	6,79,520	3,05,784	4 56	122	55 00
1901	67,07,785	6 93 304	3 12,311	4 66	125	55 00
1902	67 10 823	8,60,612	3 67,299	5 77	159	55 00
1903	67,12,957	8,40,947	3,78,426	5 64	151	55 00
1904	67,18 890	9,64,002	4 33 801	6 46	173	55 00
1905	67 23 431	10 67,125	5 12 604	7 62	192	55 00
	67 18 831	12 53 390	6 01 628	8 95	225	52 00

9. (e) Southern Punjab railway (5' 6" gauge)—

The railway runs from Delhi, *via* Bhatinda, to Samasata on the North Western (State) railway, shortening the distance by railway between Delhi and Karachi by 187 miles as compared with the route *via* Umballa and Lahore

Details of construction—

The open mileage amounts to 425 33 miles, which may be divided into main line (Delhi to Samasata), 401 95 miles, and branch, 23 38 miles. The main line was opened through in 1897

Permanent-way—The permanent-way consists of 75-lb flat-footed steel rails laid on transverse sleepers of creosoted pine and deodar

Ballast—The line is ballasted throughout with broken brick

Fencing—Only the station yards are fenced

Curves—The sharpest curve is of 2,100 feet radius

Gradients—The ruling gradient is 1 in 400

Terms of contracts—

The railway is worked under the following contracts—

Contract of—13th August 1895 (between the Secretary of State and the Southern Punjab Railway Company) for construction and working

4th May 1899 (between the Secretary of State and the Southern Punjab Railway Company) for construction and working of the Narwana-Kaithal branch

4th October 1905 (between the Secretary of State and the Southern Punjab Railway Company) for construction and working of the Southern Punjab "Ludhiana" extension, 9 (f)

The general conditions of the contracts are as follows—

Government aid—Government allow the Company in respect of each half-year, by way of rebate on the net earnings of the North Western (State) railway from traffic interchanged with the Southern Punjab railway and from through traffic the amount of such net earnings of the North Western (State) railway as together with the Company's net earnings, make up an amount equal to interest for the year at the rate of 3½ per cent on the actual rupee expenditure charged in the capital account. Land was provided free of cost to the Company

Currency of contract—Government may, by giving twelve months' notice, determine the contract on the 31st December 1923, or at the expiration of any subsequent period of ten years, paying to the Company in sterling a sum equal to 25 times the average of the Company's share of the net earnings of the railway during the last preceding five years, not exceeding by more than 20 per cent the total capital expenditure of the Company in sterling, nor being less than such capital expenditure. Government may also determine the contract on the 31st December 1948, paying to the Company in sterling a sum equal to the total capital expenditure in sterling

APPENDIX 38—*contd**History of railways constructed and in progress*

[For Index see page 108]

Number Main head 9 Sub heads (a) to (i) **NORTH WESTERN (STATE) RAILWAY SYSTEM—*contd.*****9 (e) Southern Punjab railway (5' 6" gauge)—*concl'd****Terms of contracts—concl'd**Power of Company to surrender contract—Nil*

Terms of working—Government undertake to work and maintain the line and provide rolling-stock at 52 per cent of the gross earnings. Surplus profits in excess of 3½ per cent per annum on the total capital expenditure in sterling are divisible equally at the close of each year between the Government and the Company. The North Western (State) railway take all receipts from traffic between its own stations including Delhi and Samarsata, but excluding the Patiala State railway, which passes over the Southern Punjab railway. The Company, in addition to its earnings from local and interchanged traffic, receives, where it forms part of the shortest route, its mileage proportion of traffic between the North Western (State) railway and foreign lines.

Rates and fares—Rates and fares to be fixed by Government within the maxima and minima rates and fares in force on the North Western (State) railway.

Statistics of working—

TABLE I								TABLE II		REMARKS
Calendar year	Capital outlay to end of each year	Gross earnings	Net earnings	Percentage on capital outlay	Rebate from N W (S) ry	Total income	Percentage of total income on capital outlay	Earnings per mile per week	Proportion of expenses to earnings	
	Rs	Rs	Rs		Rs	Rs		Rs		
1895	21,044									Adjustments under the Cripps award were brought into account in 1901, but in these statistics they have been adjusted and allocated to the proper years.
1896	1,30,67,048									
1897	1,99,08,412	1,61,038	77,998	0.39	10,942	97,240	0.49	52	52.00	
1898	2,93,62,921	16,79,122	7,81,978	3.49		7,81,978	3.49	74	52.00	
1899	2,26,68,262	16,11,010	7,73,235	3.41	17,318	7,90,603	3.49	73	52.00	
1900	2,21,57,063	16,30,280	7,80,360	3.48	3,562	7,92,922	3.50	74	52.00	
1901	2,25,70,734	24,96,333	11,98,240	5.31		11,98,240	5.31	118	52.00	
1902	2,27,93,660	19,41,541	9,31,910	4.09		9,31,910	4.09	68	52.00	
1903	2,28,27,306	21,59,153	10,86,396	4.74		10,86,396	4.74	98	52.00	
1904	2,29,43,454	27,47,412	13,18,772	5.74		13,18,772	5.74	124	52.00	
1905	2,30,13,696	6,40,372	17,47,379	7.59		17,47,379	7.59	165	52.00	

9 (f) Southern Punjab "Ludhiana" extension (5' 6" gauge)—*Details of construction—*

The open mileage, from Ludhiana to Ferozepore, is 77.05 miles. It was sanctioned in 1903 and opened in 1905.

Besides the above there were 77.45 miles under construction at the close of the year.

Permanent-way—The permanent-way consists of 75 lb flat footed steel rails on Australian jarrah wood sleepers.

Ballast—The line is being ballasted chiefly with brick.

Fencing—Only the station yards, and short lengths on either side of all level crossings where gates and gate lodges have been provided, are being fenced.

Curves—The sharpest curve is of 1,910 feet radius.

Gradients—The ruling gradient is 1 in 400.

Terms of contract—

This railway is worked as a part of the Southern Punjab railway under the contracts and conditions relating to that railway [9 (e)], except as follows—

Government aid—Government allow the Company, by way of rebate, on the net earnings of the North Western (State) railway from traffic interchanged or sent over any part of the Company's lines including the Ludhiana extension, such a sum (not exceeding the amount of such net earnings of the North Western (State) railway) as together with the net earnings of the Company in respect of the Ludhiana extension will make up interest at the rate of 5 per cent per annum on the capital expenditure of the Company in respect of the extension as charged in the capital account.

Currency of contract—Concurrent with the contract contained in the Principal Indenture. If determined by notice of purchase on 31st December 1923 or at the expiration of any subsequent period of ten years there shall be paid to the Company a sum equal to twenty five years' purchase of the average of the Company's share of the net earnings of the extension during the five years immediately preceding such 31st December, subject to a maximum limit of 20 per cent of the total capital expenditure on the extension and a minimum of the total sterling capital expenditure of the extension. If determined by notice of purchase on 31st December 1948 then the total amount of such capital expenditure as aforesaid in sterling.

Terms of working—Surplus profits in excess of 5 per cent per annum on the total capital expenditure are divisible at the close of each year between the Company and the Secretary of State in the proportion of one-fourth to the former and three-fourths to the latter.

Statistics of working—

TABLE I								TABLE II	
Calendar year	Capital outlay to end of the year	Gross earnings	Net earnings	Per cent on capital outlay	Rebate from North Western (State) railway	Total income	Per cent of total income on capital outlay	Earnings per mile per week	Proportion of expenses to earnings
	Rs	Rs	Rs		Rs	Rs		Rs	
1905	70,09,669	73,832	35,003	0.50	10,503	45,700	0.66	68	52.00

APPENDIX 38—*contd**History of railways constructed and in progress*

[For Index see page 106]

Number ^{Main head 9}_{Sub heads (a) to (i)} NORTH WESTERN (STATE) RAILWAY SYSTEM—*contd*

9 (g) Khushalgarh-Kohat-Thal railway (2' 6" gauge)—

Details of construction—

The line is 91.73 miles long. Its construction was sanctioned in 1900 and it was opened through in 1903.

Permanent-way—The permanent-way between Khushalgarh and Kohat consists of flat-footed steel rails, 35 lbs to the yard, laid on wooden sleepers, the Kohat Thal section is laid partly with 25-lb and partly with 21-lb rails, partly on wooden and partly on steel sleepers.

Ballast—The line is ballasted throughout with broken stone.

Fencing—The line is unfenced.

Curves—The sharpest curve is of 239 feet radius.

Gradients—The ruling gradient between Khushalgarh and Kohat is 1 in 83.3 and between Kohat and Thal 1 in 100.

Terms of contracts—The line is owned and worked by the State.

Statistics of working—

TABLE I	TABLE II		
	Calendar year	Earnings per mile per week	Proportion of expenses to earnings
Included with the North Western (State) railway		Rs	
	1902	31	67.88
	1903	34	174.56
	1904	34	222.38
	1905	38	166.36

9 (h) Nowshera-Durgai railway (2' 6" gauge)—

Details of construction—

This railway is 40.25 miles in length. Its construction was sanctioned in 1899 and it was opened through in 1901.

Permanent-way—The permanent-way consists of 35 lb flat footed steel rails laid partly on wooden and partly on steel sleepers.

Ballast—The line is ballasted throughout with broken stone.

Fencing—The line is unfenced.

Curves—The sharpest curve has a radius of 477 feet.

Gradients—The ruling gradient is 1 in 100.

Terms of contracts—The railway is owned and worked by the State.

Statistics of working—

TABLE I	TABLE II		
	Calendar year	Earnings per mile per week	Proportion of expenses to earnings
Included with the North Western (State) railway		Rs	
	1902	51	152.27
	1903	53	101.67
	1904	69	97.29
	1905	63	103.17

9. (i) Dandot Light railway (2' 0" gauge)—

The Dandot Light railway has been constructed by the North Western (State) railway to develop the Dandot colliery which is worked primarily for the benefit of the railway. The section from Dandot to the mouth of the main mine consists chiefly of two inclines worked with steel wire ropes by combined gravity and steam power. On the second portion (1.29 miles) there is another incline worked by gravity alone.

Details of construction—

The line is 6.18 miles long. The section from Dandot station to the mouth of the main mine was opened in 1889.

Permanent-way—The permanent way consists of old metro gauge 36-lb and 40-lb rails laid on deodar sleepers.

Ballast—The line is ballasted throughout with broken stone.

Fencing—The line is unfenced.

Curves—One semi-circular curve of a radius of 75 feet is used to enable the line to turn on itself.

Terms of contracts—The line is owned and worked by the State.

Statistics of working.—Included with the North Western (State) railway.

APPENDIX 38—*contd.**History of railways constructed and in progress*

[For Index see page 106]

Number ^{Main head 9}
_{Sub heads (a) to (i)} **NORTH WESTERN (STATE) RAILWAY SYSTEM—*conold***

9 (j) Amritsar-Patti railway (5' 6" gauge)—**Details of construction—**

This line, from Amritsar *via* Tarn Taran to Patti, will be 26.85 miles long. It was sanctioned in 1905 and is under construction.

9 (k) Jullundur-Kapurthalla-Sultanpur (British section)—

This line, which will be 6.80 miles long, has not yet been commenced, nor has the gauge been settled.

9 (l) Jullundur-Kapurthalla-Sultanpur (Native State section)—

The Native state section will be 22.02 miles long. The same remarks apply to it as are made against the British section.

Number ^{Main head 10}
_{Sub heads (a) to (c)} **ODDH AND ROHILKHAND (STATE) RAILWAY SYSTEM—**

Lines comprising the system.—The Oudh and Rohilkhand (State) railway system is made up of—

	Open line	Under construction or sanctioned for construction	Total
	Miles	Miles	Miles
(a) Oudh and Rohilkhand (State) railway { (5' 6" gauge) (3' 3½" gauge)	1,163.24 1.81	57.50	1,220.74 1.81
(b) Hardwar Dehra railway (5' 6" gauge)	2.04		2.04
(c) Cawnpore Burhwal link (3' 3½" gauge)	79.60		79.60
Total	1,270.69	57.50	1,328.19

Running powers—**Home line over Foreign line —**

Ghaziabad to Delhi, East Indian railway, granted for passenger and goods trains but exercised for the former only.

Foreign lines over Home line —

Great Indian Peninsula railway at Cawnpore } granted for passenger and goods trains, but exercised for the former only { 0.86
" " " " Cawnpore to Lucknow } 44.63
East Indian railway, Moghal Sarai to Benares Cantonment, for certain passenger trains only 10.00

55.19

Bengal and North Western railway, Cawnpore to Aishahat 15.03 miles, and Duhganj to Burhwal, } for passenger and goods } 79.60
14.57 miles (Cawnpore Burhwal link 3' 3½" gauge) } trains } 1.81
" " " " Benares Cantonment to Benares City (Oudh and Rohilkhand }
(State) railway, 3' 3½" gauge) }

81.41

10 (a) Oudh and Rohilkhand (State) railway proper (5' 6" gauge)—

The Oudh and Rohilkhand railway was acquired by the State from the late guaranteed Company on the 1st January 1889.

A tramway constructed at the expense of Messrs Clegg and Company connects the Rosa Sugar factory with Rosa station on the Oudh and Rohilkhand (State) railway. This tramway is 3.25 miles long and is worked by manual power. It is used for goods traffic only.

Details of construction —

The total open mileage of the railway is 1,165.05 miles. This may be divided into (1) Main line (Moghal Sarai to Sabaranpur), 518.49 miles, (2) Benares-Lucknow loop, 199.03 miles, (3) Bareilly-Moradabad loop, 70.50 miles, and branches, 375.22 miles, and 1.81 miles of 3' 3½" gauge at Benares.

First sanction to construction was given in 1861. The main line *via* Rai Bareilly was opened through in 1896. The Benares-Lucknow loop was opened through in 1871, and the Bareilly-Moradabad loop in 1873.

There are 57.50 miles under construction.

Permanent-way—The main line and Benares-Lucknow loop are laid throughout with 75-lb flat-footed steel rails. So are most of the branches, although some 60-lb flat-footed steel rails are still to be found in a few of the branches, *e.g.*, the Aligarh branch and in a portion of the Bareilly-Moradabad loop. There are also a few miles of 60-lb flat-footed iron rails in the Bahramghat and Madhoganj branches.

The sleepers are of the following types—stamped steel bowls, cast-iron pots, steel trough transverso and wood (stil, deodar, gurrah and New South Wales hard wood). There are a few wrought iron saddle back sleepers in the Kotdwara branch and Bareilly-Moradabad loop.

Ballast—The main line is ballasted throughout with kunkur, stone, or shingle.

The branches are ballasted either with sand or earth with a covering of broken brick, kunkur or stone, except the Allahabad, Delhi and Cawnpore branches which are ballasted with kunkur, stone or shingle.

Fencing—The line is fenced throughout with the exception of the Madhoganj, Meerut and Kotdwara branches.

Curves—The sharpest curve on the line is of 1,000 feet radius.

Gradients—The ruling gradient of the whole of the railway is 1 in 100.

Terms of contract—

The Oudh and Rohilkhand (State) railway is owned and worked by the State.

APPENDIX 38—*contd**History of railways constructed and in progress*

[For Index see page 106]

Number ^{Main head 10}
^{Sub-heads (a) to (c)} OUDH AND ROHILKHAND (STATE) RAILWAY SYSTEM—*contd*10 (a) Oudh and Rohilkhand (State) railway proper (5' 6" gauge)—*concl'd*

Statistics of working—

TABLE I								TABLE II		
Calendar year	Capital outlay to end of each year	Gross earnings	Net earnings	Per cent on capital outlay	Interest	Surplus profits paid to Company	Gain or loss to the State	Calendar year.	Earnings per mile per week	Proportion of expenses to earnings
	Rs	Rs	Rs		Rs	Rs	Rs		Rs	
1879	5,80,95,774	43,41,843	18,19,936	3 14	28,00,000		-9 80,064	1867	74	106 97
1880	6,02,24,081	44,55,150	19,04,409	3 16	28,19,946		-9 15,537	1868	120	64 54
								1869	97	81 74
1881	6,25,80,935	49,28,730	19,75,699	3 16	29,14,137		-9 38,438	1870	112	227 93
1882	6,52,79,840	52,02,844	18,01,371	2 76	30,07,622		-12,66,251	1871	117	69 31
1883	7,07,69,446	54,56,255	24,80,362	3 50	31,35,495		-6 55,133	1872	56	68 58
1884	7,91,43,353	52,75,198	23,26,146	2 94	41,14,587		-17,88,441	1873	56	72 91
1885	8,54,34,426	55,37,369	17,95,361	2 10	46,53,338		-28,57,972	1874	72	64 41
								1875	97	59 71
1886	8,95,12,775	65 05,408	28 60,755	3 20	51,88,014		-23,27,259	1876	120	63 93
1887	9,17,06,668	66,46,213	31,35,249	3 42	53,98,339		-22,63,690	1877	153	52 28
1888	9,18 41,649	70,77,053	30,16,005	3 28	51,67,494		-21,51,499	1878	163	54 23
1889	9,22 32,226	75,39,633	42,04,076	4 56	49,71,898		-7,67,822	1879	153	58 11
1890	9,27,69,260	73,61,390	37,54,478	4 05	44,23,109		-6,68,631	1880	157	57 25
								1881	173	59 91
1891	9,28,38,358	83,64,209	49,42,458	5 32	47,25,666		+ 2,16,792	1882	185	65 77
1892	10,24,95 053	85,42,836	50,16,329	4 84	52,79,111		-2 69,082	1883	192	54 54
1893	10 09,17,292	87,15,926	50,17,053	4 97	55,01,058		-4 84,005	1884	182	55 99
1894	10,23 87,184	1,05,18,936	57,36,138	5 58	53,11,123		-5,74,995	1885	176	65 50
1895	10,65,05,148	1,02,94,880	52,55,948	4 93	63,69,949		-11,14,001	1886	180	56 02
								1887	186	52 83
1896	10,92 69 485	86,97,076	43,50,907	3 93	61,30,729		-17,79 822	1888	197	57 38
1897	11,44,19,239	85,15,356	36,96,778	3 23	59,77,486		-22 80 708	1889	209	44 24
1898	11,64,90,213	98,51,599	53,07,727	4 56	53,76,247		-5 69,520	1890	205	49 14
1899	12,21 84,423	1,11,36,990	60,76 535	4 97	59,75,292		+ 1,01,933	1891	238	42 29
1900	12,55,94,869	1,15,15,132	55,91,727	4 45	62,28,185		-6,36,458	1892	237	41 28
								1893	239	42 44
1901	12 88,66,865	1,32 54,991	72,20,007	5 60	63 12,044		+9,07,963	1894	262	45 47
1902	13,65 17,057	1,31,65,792	64,11,336	4 70	64,75,905		-64,569	1895	248	49 97
1903	14,52,62 379	1,39,49 922	72,31,862	4 98	68 00 805		+ 1 51,557	1897	186	56 59
1904	14 96,63 929	1,52 96 206	71,33,117	4 76	70 55 640		+ 77,477	1898	190	46 12
1905	15 37 92 999	1,53,65,913	63,43 667	4 12	71,68,431		-8 24,764	1899	208	45 45
								1900	208	51 44
								1901	231	45 53
								1902	230	51 90
								1903	226	48 16
								1904	235	53 37
								1905	238	58 77

10 (b) Hardwar-Dehra railway (5' 6" gauge)—

Details of construction—

This railway is 32 04 miles long Its construction was sanctioned in 1896 and it was opened in 1900

Permanent-way—The permanent-way consists of 75 lb flat-footed I S R steel rails on deodar sleepers*Ballast*—The line is ballasted throughout with shingle, with a covering of broken stone for boxing*Fencing*—The line is fenced throughout*Curves*—There are no curves with a radius of less than 1,000 feet*Gradients*—The ruling gradient is 1 in 75

Terms of contract—

The Hardwar-Dehra railway is worked under the following contract —

Contract of—26th March 1907 (between the Secretary of State and the Hardwar-Dehra Railway Company) for construction and working

The general conditions of the contract are as follows —

Government aid—Interest at 3 per cent per annum is guaranteed Government also allow Rs 3,600 for office and management expenses in any year in which the minimum dividend of 3 per cent is not received by the Company from the earnings of the line, and pay all legal expenses properly debitable to revenue Land is also provided free of charge*Terms of contract*—The Hardwar-Dehra Railway Company is authorised to raise 30 lakhs of rupees as capital and, except for *bonâ fide* temporary purposes at a reasonable rate of interest, the Company cannot, without the sanction of Government or the working agency, increase its share or stock capital*Currency of contract*—Government may determine the contract, on twelve months' notice either on the 31st December 1919 or at the expiration of any subsequent period of ten years, by paying a sum equal to 25 times the average yearly net earnings during the three years prior to determination, provided the payment does not exceed by more than 20 per cent, or is not less than, the total capital expenditure*Power of Company to surrender contract*—Nil

APPENDIX 38—*contd**History of railways constructed and in progress*

[For Index see page 106]

Number ^{Main head 10}_{Sub heads (a) to (c)} **ODDH AND ROHILKHAND (STATE) RAILWAY SYSTEM—*concl'd*.****10 (b) Hardwar-Dehri railway (5' 6" gauge)—*concl'd*****Terms of contract—*concl'd***

Terms of working—After deduction of 50 per cent of the gross earnings for working expenses (which may include any single item of capital expenditure, not exceeding Rs 1,000, classed as a 'Minor Work', subject to a maximum charge on such account of Rs 20 per mile of line open in each half-year) and repayment to Government of the interest paid by Government under the contract and attributable to each half year, the residue, if any, at the end of the year to be divided in equal proportions between the Government and the Company

Rates and fares—Rates and fares to be arranged between Government and the working agency within one-and-half times the maximum and minimum rates and fares in force on the Oudh and Rohilkhand (State) railway

Statistics of working—

TABLE I								TABLE II		REMARKS
Calendar year	Capital outlay to end of each year	Gross earnings	Net earnings	Per cent on capital outlay	Interest	Company's share of net earnings	Gain or loss to the State	Earnings per mile per week	Proportion of expenses to earnings	
	Rs	Rs	Rs		Rs	Rs	Rs	Rs		
1897	1,96,617									Interest up to 1900 was charged to capital and net earnings of 1900 were credited to capital in reduction of interest charges
1898	10,70,315									
1899	23,42,657									
1900	20,67,093	1,60,485	80,243	3.13				115	50.00	
1901	28,12,301	2,13,456	1,06,728	3.80	84,920		+22,508	128	50.00	
1902	28,36,486	2,52,485	1,26,242	4.45	85,048	11,253	+29,911	152	50.00	
1903	28,44,512	2,62,719	1,31,359	4.62	85,260	20,597	+25,562	158	50.00	
1904	29,12,093	2,63,612	1,31,806	4.52	86,777	23,050	+21,979	153	50.00	
1905	29,20,650	3,13,476	1,56,732	5.37	86,590	22,515	+46,633	188	50.00	

10 (c) Cawnpore-Burhwal (3' 3½" gauge) link—

The construction of the Cawnpore-Burhwal (3' 3½" gauge) link was sanctioned as a part of the project for linking up the 3' 3½" gauge systems of Northern India

Details of construction—

The link is 79.60 miles long. Its construction was sanctioned in 1891 and it was opened through in 1897

Permanent-way—Where the line is not mixed gauge it is laid with new 50-lb steel rails

Ballast—The line is ballasted throughout with kunkur, stone, or shingle

Fencing—The line is fenced throughout

Curves—The sharpest curve has a radius of 573 feet

Gradients—The ruling gradient is 1 in 400

Terms of contract—

The line is owned by the State. The Bengal and North-Western Railway Company exercises running powers over it under an agreement with the Oudh and Rohilkhand (State) railway, dated the 21st February 1902, which provides that the Company will haul its trains and traffic over the link and pay to the Oudh and Rohilkhand (State) railway 80 per cent of the gross receipts arising therefrom

Statistics of working—

Included with the Oudh and Rohilkhand (State) railway (5' 6" gauge)

Number ^{Main head 11}_{Sub heads (a) & (b)} **ASSAM-BENGAL RAILWAY SYSTEM—****Lines comprising the system—The Assam-Bengal railway system is made up of—**

	Open line	Under construction or sanctioned for construction	Total
	Miles	Miles	Miles
(a) Assam-Bengal railway (3' 3½" gauge)	740.38	19.00	759.38
(b) Noakhali (Bengal) railway (3' 3½" gauge)	3.90		3.90
Total	775.28	19.00	794.28

The construction of the Assam-Bengal railway as a State line was sanctioned in May 1891. The Assam-Bengal Railway Company was formed in England in April 1892 and took over the works commenced by the State

11 (a) Assam-Bengal railway proper (3' 3½" gauge)—**Details of construction—**

The total open mileage of the line is 740.38 miles, which may be divided into (1) main line (Chittagong to Tinsukia), 576.61 miles, and (2) branches, 163.77 miles. The main line was opened through to Tinsukia in 1903

Besides the above 19 miles were sanctioned for construction in 1905

Permanent-way—The line is laid with 50-lb flat footed steel rails, partly on sal and pyinkado, and partly on bastard sal, nageshur and jarrah wood, sleepers.

APPENDIX 38—*contd**History of railways constructed and in progress*

[For Index see page 106]

Number Main head 11 Sub heads (a) and (b) **ASSAM-BENGAL RAILWAY SYSTEM—*contd*****11 (a) Assam Bengal railway proper (8' 3½" gauge)—*concl'd*.****Details of construction—*concl'd*****Ballast**—The ballast consists of broken brick, stone and laterite. The whole line has not yet been ballasted.**Fencing**—The line is fenced between Chittagong Port and Silchar, Laksam and Chandpur, Gauhati Ghat and Gauhati, and half a mile from Gauhati towards Lumding, and at some stations on the hill section.**Curves**—The sharpest curve is of 35½ feet radius.**Gradients**—The ruling gradient between Chittagong and Badarpur is 1 in 150, between Badarpur and Lumding 1 in 60, with a 1 in 37 banking section 8½ miles long, between Gauhati and Tinsukia, 1 in 100, between Laksam and Chandpur, 1 in 300, between Badarpur and Silchar, 1 in 150.**Terms of contract—**

The Assam Bengal railway is worked under the following contract—

Contract of—26th April 1892 (between the Secretary of State and the Assam-Bengal Railway Company) for construction and working.

The general conditions of the contract are—

Government aid—Government guarantee interest in sterling at 3 per cent on the Company's share capital of £1,500,000. Up to 30th June 1898 interest was allowed at 3½ per cent. Land was provided free of charge.**Terms of contract**—The contract provides that the Company raises £1,500,000, and that any further money required be supplied either by the Government or raised by the Company under guarantee. Subject to the provisions of the contract, all land and everything constructed or to be constructed thereon, and generally all property, whether real or personal, (with the exception of monies paid against interest on the Company's share capital and sums applied from net earnings) are the property of Government, but are subject to use and enjoyment by the Company during the continuance of the contract.**Currency of contract**—Government may determine the contract, by giving the Company in England 12 months' previous notice, on the 31st December 1921 or at the end of any succeeding 10th year. Government may also determine the contract at any time, on six months' notice, if the Company fails to fulfil its obligations or the line is worked at a loss for not less than three half years consecutively. On the determination of the contract the Company is to hand over to Government the railway and all its belongings of every description, on repayment of the amount of the par value of the share capital paid by the Company to Government.**Power of Company to surrender contract**—Nil.**Terms of working**—After deducting working expenses (which include any single item of capital expenditure not exceeding Rs 1,000 classed as a 'Minor Work,' subject to a maximum charge on such account of Rs 15 per mile of line open in each half-year, and a payment of Rs 40 for every mile of line open to traffic to be made half-yearly to Government for supervision) the net earnings to be applied in payment of—

(1) Contribution due to the Provident Fund, calculated at one per cent of net earnings.

(2) The equivalent in rupees of interest paid on debenture capital, provided that if the Company's share capital is not less than ¼ths of the total capital expenditure, the rate of interest recovered under this sub head (on debentures issued previous to the 30th June 1898) shall not exceed the rate for the time being applicable to the Company's share capital.

(3) The equivalent in rupees of guaranteed interest paid to the Company in respect of share capital, interest on the capital contributed or deemed to be contributed by Government, at the same rate as the guarantee for the time being on the Company's capital. But if the Government capital exceeds ¼ths of the total capital expenditure for the time being, the rate of interest on the amount of the excess to be subject to agreement, and the residue is divisible between Government and the Company in the ratio of their respective capital expenditure.

Rates and fares—Certain maxima and minima have been fixed within which the Company is permitted to vary its rates.**Statistics of working—**

TABLE I							TABLE II	
Calendar year	Capital outlay to end of each year	Gross earnings	Net earnings	Per cent on capital outlay	Interest	Gain or loss to the State	Earnings per mile per week	Proportion of expenses to earnings
	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	
1891	1,53,203				5,893	—5,893		
1892	30,16,133				2,66,378	—2,66,378		
1893	1,07,63,192				7,09,987	—7,09,987		
1894	2,46,89,898				8,76,954	—8,76,954		
1895	4,01,33,298	2,14,426	—8,017		13,95,636	—14,03,683	64	183.75
1896	5,21,89,304	6,18,785	33,238	0.06	23,73,034	—23,39,706	71	94.03
1897	6,37,07,401	9,90,640	72,214	0.11	22,56,279	—21,84,065	63	92.71
1898	7,56,41,721	18,03,124	54,551	0.07	24,45,275	—23,90,724	86	95.83
1899	8,69,56,236	16,19,646	72,704	0.37	28,63,034	—25,40,380	75	80.08
1900	9,56,01,772	17,09,955	3,64,364	0.38	33,31,390	—29,67,026	75	78.69
1901	10,41,49,467	21,34,252	4,56,651	0.44	35,06,252	—30,49,598	70	78.60
1902	11,11,34,922	20,96,058	2,54,418	0.23	38,08,387	—35,53,969	68	87.86
1903	12,40,28,549	23,97,678	4,43,963	0.36	40,71,450	—36,27,487	72	80.51
1904	13,60,09,630	29,53,962	1,05,890	0.08	41,66,535	—40,61,145	77	94.78
1905	12,78,57,542	34,14,295	1,27,615	0.10	42,61,306	—41,33,691	83	94.68

APPENDIX 38—*contd**History of railways constructed and in progress*

[For Index see page 106]

Number $\frac{\text{Main head 11}}{\text{Sub heads (a) and (b)}}$ ASSAM-BENGAL RAILWAY SYSTEM—*contd.*

11 (b) Noakhali (Bengal) railway (3' 3½" gauge)—

Details of construction—

This line, which connects Laksam with Sihab Ghatta, is 31.90 miles long. Its construction was sanctioned in 1901 and it was opened in 1903.

Permanent-way—The line is laid with 41½-lb steel rails on 41 sleepers. A few garruh wood sleepers are also in use.

Ballast—The line is not ballasted.

Fencing—The line is unfenced.

Curves—There are no curves with a radius of less than 1,000 feet.

Gradients—The ruling gradient is 1 in 200.

Terms of contracts—

The Noakhali (Bengal) railway is worked under the following contracts—

Contract of—27th March 1901 [between the Secretary of State and the Noakhali (Bengal) Railway Company] for construction of the line.

27th March 1901 [between the Assam-Bengal Railway Company, and the Noakhali (Bengal) Railway Company] for working the line.

The general conditions of the contracts are as follows—

Government aid—If the net earnings in any half-year are less than Rs 30,000, Government allow and relate a sum not exceeding one half of the gross earnings of such half-year of the Assam-Bengal railway from the interchanged traffic (except stores) as will, together with the net earnings of the Company, make up an amount equal to Rs 30,000. Land has been provided free of charge.

Terms of contract—The Company's share of stock capital is limited to £130,000, which cannot be increased without the sanction of the Secretary of State and of the working agency, but the Company can raise money at a reasonable rate of interest for *bona fide* temporary purposes.

Currency of contract—The Secretary of State may, by giving notice and by paying to the Company in India the value of the railway, works, plant, machinery and stores, determine the contract, if the Company fails to comply with its obligations under the contract. The Secretary of State may, by giving twelve months' notice, determine the contract, either on the 31st December 1922 or on the 31st December in the last year of any subsequent period of ten years, on paying to the Company in India, within four calendar months from the time at which the contract should be determined, a sum equal to twenty-five times the average yearly net earnings during the three years immediately preceding, provided that the amount so payable shall not exceed by more than 20 per cent the balance on the Capital Account of the Company or be less than such balance.

Terms of working—The gross earnings are to be applied in payment—

(1) To the credit of the Provident Institution of the Assam-Bengal railway of a sum equal to one half of 1 per cent of the total gross earnings,

(2) Of Rs 25 per mile open per week of the new railway maintainable by the Company and of Rs 35 per mile open per week of the new railway not maintainable by the Company, which includes any single item of capital expenditure not exceeding Rs 1,000 classed as a 'Minor Work,' subject to a maximum charge on such account of Rs 15 per mile of line open in each half year, and

(3) Of all moneys paid or payable to the Secretary of State for the supervision of such mileage during such half-year the residue to be paid over to the Company as the net earnings of the railway.

Rates and fares—The rates and fares to be fixed from time to time by the Secretary of State after consultation with the working agency, within the maxima and minima for the time being in force on the Assam-Bengal railway.

Statistics of working—

TABLE I								TABLE II	
Calendar year	Capital outlay to end of each year	Gross earnings	Net earnings	Percentage on capital outlay	Rebate from Assam-Bengal railway	Total income	Per cent of total income on capital outlay	Earnings per mile per week	Proportion of expenses to earnings
	Rs	Rs	Rs		Rs	Rs		Rs	
1903	21,04,827	30,009	2,400	0.11	23,389	23,708	1.23	30	92.00
1904	21,59,851	55,840	3,232		50,775	47,513	2.20	31	105.73
1905	21,85,528	68,493	1,666	0.08	56,055	57,721	2.71	38	97.57

APPENDIX 38—*contd**History of railways constructed and in progress*

[For Index see page 106]

Number ^{Main head 12}_{Sub heads (a) & (b)} **BENGAL AND NORTH-WESTERN RAILWAY SYSTEM—****Lines comprising the system**—The Bengal and North-Western railway system is made up of—

	Open line	Under construction or sanctioned for construction	Total
	Miles	Miles	Miles
(a) Bengal and North Western railway (3' 3½" gauge)	901.32	117.77	1,019.09
(b) Tirhoot railway (3' 3½" gauge)	565.45	212.17	777.62
Total	1,466.77	329.94	1,796.71

Running powers—*Home line over Foreign lines—*

Cawnpore	} for passenger and goods trains	Miles
Aishbagh t		45.03
Dalganj to		3.40
Benares Ct		31.57
	Total	84.81

12 (a) Bengal and North-Western railway proper (3' 3½" gauge)—**Details of construction—**

The total open mileage of the railway is 901.32 miles

This may be divided into (1) main line (Sonapore to Ajodhya) 237.10 miles, (2) loop line (Sonapore to Bunwar-chak) 9.84 miles, and (3) branches, 654.58 miles. The construction of the main line was sanctioned in 1882 and it was opened through in 1885.

Besides the above there are 117.77 miles under construction.

Permanent-way—The main line between Sonapore and Burhwal is laid with 50-lb steel rails on sal sleepers. The rest of the line north of the Gogra is laid with 41½-lb steel rails mostly on sal sleepers. The Ganges-Gogra Doab lines, with the exception of the Aunrihar-Phopna branch which is laid with 50 lb steel rails, is laid with 41½-lb steel rails on sal sleepers, and are being relaid with 50-lb steel rails.*Ballast*—The whole line, except quite new constructions, is ballasted with bunkur or broken brick.*Fencing*—The main line is fenced.*Curves*—The sharpest curve is of 900 feet radius.*Gradients*—The ruling gradient is 1 in 300. On the various ghat lines the gradients are steeper.**Terms of contracts—**

The Bengal and North-Western and Tirhoot railways are worked under the following contracts—

Contracts of—12th December 1882—Bengal and North-Western Railway Company's principal contract

22nd February 1886—Contract modifying that of 1882

19th December 1894—Contract supplemental to those of 1882 and 1886, providing for the Revelganj, Bahramghat, Burhwal, Tulsipur, Katunian Ghat and Turtipur branches of the Company's railway and for the exercise of running powers over the Cawnpore-Burhwal (3' 3½" gauge) link.

23rd July 1896—Contract supplemental to those of 1882, 1886 and 1894, providing for the Ganges-Gogra Doab lines of the Company's railway, known as the Ganges-Gogra Doab contract.

15th January 1903—Supplemental contract for the Ghazipur Ballia, Azamgarh Shahganj and Aunrihar-Jaunpur lines.

24th April 1903—Supplemental contract regarding rate of exchange.

14th December 1905—Contract, supplemental to that of 1882, regarding the date on which the Secretary of State may exercise his right to purchase the Company's line and the period at which he may fix the purchase price, and reviving the terms on which the Tirhoot railway will continue to be worked by the Bengal and North Western Railway Company after the expiration, on the 31st December 1901, of the contract of 1890.

The general conditions of the contracts are as follows—

Government aid—Land alone was provided free of charge.*Currency of contracts*—(1) *Bengal and North-Western railway contracts*—The contracts of 1882, 1886 and 1894, viz, those for the working of the Bengal and North-Western railway proper, terminate by effluxion of time on the 31st December 1981, when the line and all its appurtenances become the property of Government by payment to the Company of the value of the rolling stock, movable machinery, stores, etc. Government may, however, determine the contract on the 31st December 1912 or on the 31st December 1932, on one year's previous notice of intention to purchase, paying 25 times the average net earnings (after deducting from such net earnings the share of surplus profits over 6 per cent to which Government would have been entitled under the contract of 12th December 1882) for the five years preceding the purchase. Government may also determine the contract at any time, on six months' notice, if the Company fails to observe its obligations, on paying the value of rolling stock, stores, etc., and fair value of line and fixed machinery and plant, less value of latter treated as a reversionary sum absolutely payable on the 31st December 1981.(2) *Ganges Gogra Doab contract*—The contract of 1896, viz, that covering the Ganges-Gogra Doab lines, runs concurrently with those of 1882, 1886 and 1894, as does also the supplemental contract of 1903, but, in the event of Government exercising the right of purchase in 1912 or 1932, the amount to be paid is the actual outlay on the line, as shown in sterling, appearing in the capital account.**NOTE**—Government have relinquished their right to acquire the Company's line on the 31st December 1912, on the condition that they shall have the power to fix in 1912 the purchase price of the Bengal and North Western railway and to purchase the line at that price on the 31st December 1932.

APPENDIX 38—*contd**History of railways constructed and in progress*

[For Index see page 106]

Number $\frac{\text{Main head 12}}{\text{Sub heads (a) \& (b)}}$ **BENGAL AND NORTH-WESTERN RAILWAY SYSTEM—*contd*****12 (a) Bengal and North-Western railway proper (3' 3½" gauge)—*concl'd*****Terms of contracts—*concl'd***

(3) *Tirhoot railway contract*—The contract of 1890, *viz*, that for working the Tirhoot railway, terminated on the 31st December 1901, and the revised contract under which the railway will continue to be worked by the Company came into force on and from the 1st January 1905 and terminates on the 31st December 1932, subject to the proviso that the Secretary of State may, if he should think it desirable, terminate it in 1919 or modify it at that date in such manner as he may think fit

*Power of Company to surrender contracts—Nil**Terms of working*—The gross earnings of the State and Company's sections to be kept entirely separate

All charges for maintenance of way, works and stations, other than those for general supervision, to be allocated to each section on the basis of actual outlay on that section, all other working expenses being divided between the two sections in proportion to the gross earnings of each

4 per cent on respective outlay on "rolling stock," "steamers, barges and landing stages," "stores," "station, station machinery and staff quarters at Sonapore" for "joint use," and future expenditure on "workshops," shall be charged to working expenses in addition to ordinary working expenses and contribution to Provident Fund, for apportionment to the State and Company's sections, in the ratio of their respective gross earnings. This amount of interest to be credited to the respective Revenue Accounts in the ratio of contributions of capital to the joint accounts

Government to first receive out of Tirhoot railway net earnings of each year 5 per cent. on all capital expended on the Tirhoot line open for traffic, including expenditure subsequent to 31st December 1904

The residue of net earnings to be dealt with as follows —

(a) if the residue does not exceed ten lakhs, $\frac{4}{5}$ ths to Government and $\frac{1}{5}$ th to the Company,

(b) if the residue exceeds 10 lakhs, the sum of 10 lakhs shall be divided as in condition (a) and the excess over 10 lakhs shall belong $\frac{1}{5}$ ths to Government and $\frac{4}{5}$ th to the Company

Rates and fares—On the Company's section the Company may, with the approval of Government, fix rates and fares. On the Tirhoot section certain maxima and minima have been fixed, within which the Company is permitted to vary rates

Statistics of working—

TABLE I							TABLE II Including the Tirhoot railway from 1890	
Calendar year	Capital outlay to end of each year	Gross earnings	Net earnings	Payments received for working the Tirhoot Railway	Total income	Percentage on capital outlay	Earnings per mile per week	Proportion of expenses to earnings
	Rs	Rs	Rs	Rs	Rs		Rs	
1884	1 52 47 428	77,670	Information not available	Information not available	—26 221		20	133 76
1885	2 01 86 980	12,05,320			6,10,709	3 03	72	49 32
1886	2 36,16 102	18,51,074			8 09,189	3 43	106	56 36
1887	2 56 27 681	19,44,002			8 37,004	3 27	90	56 94
1888	2,61,51,593	22,09,553			9,58,844	3 78	102	55 25
1889	2 63,41 872	22,11,824			10,53,964	4 00	103	52 35
1890	2,57,94 004	22,18,615	Information not available	Information not available	12,32,397	4 86	121	44 08
1891	2 76,68 842	24 76,904			16,20 993	5 87	121	40 04
1892	2,83,88 831	29,39,077			17,01,254	5 99	120	41 12
1893	2,84,84,224	26,11,546			16,38,702	5 79	123	43 20
1894	2 87,24 687	26,17,242	16,95,265	72,358	17,67,623	6 15	130	41 79
1895	3,12,95,704	25,71,036	16,89,766	72,909	17,55,675	5 61	133	42 45
1896	3 47 36,114	26,26 053	16,70,172	71,614	17,41,786	5 07	134	43 97
1897	4 10,92 207	27,55,718	17,24 277	74 905	17,99 182	4 38	138	43 78
1898	4 66 78,822	33,31,890	19,74,920	75,895	20,50,805	4 39	129	43 37
1899	5,16 06,763	43,44,861	26,70,911	61 940	27,39,851	5 30	131	46 67
1900	5,24,77,019	44,56,593	24,79,433	49,563	25,28,996	4 82	128	49 56
1901	5 50,91,830	53,66,794	30,97,372	76,853	31,74,225	5 76	140	44 51
1902	5,84,82,525	55,60,233	29,72,183	76,671	30,40 654	5 91	154	46 32
1903	6,21,09,547	61,98,433	38,53,972	1 04,369	39,58,341	6 47	161	40 61
1904	6,43,92,183	67,16,933	43,28,490	1,16,831	44 45,380	6 90	168	39 68
1905	6,77,55,566	61,79,116	34,72,017	1,69,446	36,41,463	5 37	151	43 11

12 (b) Tirhoot railway (3' 3½" gauge)—**Details of construction—**

The open mileage of this railway is 565 45 miles, consisting of (1) main line (Semaria Ghat to Bettiah and Samastipur to Khanwa Ghat), 242 58 miles, and (2) branches, 322 87 miles. First sanction to the construction of the main line was accorded in 1874 and it was opened throughout in 1890. Besides the above there are 212 17 miles under construction

Permanent-way—The following types of rails are in use—50 lb flat-footed steel, 41½-lb flat-footed steel and 60-lb iron. The sleepers are of sal, pyinkado, and cast iron of Denham-Olipherts' pattern

Ballast—The line (except quite new constructions) is ballasted with Lunkur or broken brick.

Fencing—The main line is fenced with stone posts and 4 wires

Curves—The sharpest curve, which is on the main line, is of 1,500 feet radius.

APPENDIX 38—contd

History of railways constructed and in progress

[For Index see page 106]

Number Main head 12 BENGAL AND NORTH-WESTERN RAILWAY SYSTEM—concl'd
Sub-heads (a) & (b)

12 (b) Tirhoot railway (3' 3½" gauge)—concl'd

Details of construction—concl'd

Gradients—The ruling gradient is 1 in 300, except between Samastipur and Khanwa Ghat on which 3 42 miles are on a gradient of 1 in 200. On various river ghat lines the gradients are steeper.

Terms of contracts—See under Bengal and North-Western railway proper, 12 (a)

Statistics of working—

TABLE I									TABLE II		REMARKS
Calendar year	Capital outlay to end of each year	Gross earnings	Net earnings	Payment made to the Bengal and North Western Railway Company for working the line	Total income	Percentage of total income on capital outlay	Interest	Gain or loss to the State	Earnings per mile per week	Proportion of expenses to earnings	
	Rs	Rs	Rs	Rs	Rs		Rs	Rs	Rs		
1875									71	107.62	
1876									77	68.67	
1877									103	69.85	
1878									113	75.34	
1879	53,36,370	1,58,731			1,07,619	2.02	2,37,411	-1,29,792		76.49	
1880	56,18,274	5,71,068			2,37,612	4.16	2,70,679	-16,997	102	56.10	
1881	72,02,917	5,31,257			2,37,612	2.23	2,67,245	-1,015	110	59.57	
1882	1,07,92,877	6,00,022			2,37,612	1.30	2,66,612	-1,37,565	136	61.50	
1883	1,47,83,024	8,92,111			2,37,612	1.86	2,66,612	-2,97,767	103	70.90	
1884	1,48,61,953	11,07,072			2,66,612	1.79	5,71,369	-3,07,767	105	77.60	
1885	1,44,47,916	12,78,631			2,66,612	2.19	5,66,119	-2,26,926	98	71.90	
1886	1,54,73,519	14,98,118			5,01,189	3.25	5,30,944	-1,29,755	107	66.56	
1887	1,67,49,196	17,79,915			6,00,251	3.52	7,70,801	-4,076	122	59.62	
1888	2,07,88,252	18,07,267			7,00,675	3.85	8,17,191	-18,610	123	55.80	
1889	2,12,28,694	18,96,677			9,78,216	4.61	8,11,932	+1,76,314	122	48.42	
1890	2,99,94,165	27,92,977			13,21,717	5.75	9,41,907	+2,80,500			
1891	2,94,99,118	21,61,779	14,21,772	69,184	13,51,816	5.70	9,21,875	+4,19,161			
1892	2,44,25,804	21,41,866	1,62,575	67,000	13,15,815	5.11	9,00,000	+3,65,790			
1893	2,19,63,843	26,61,190	11,09,975	61,842	13,43,131	5.49	10,01,051	+3,11,928			
1894	2,70,66,661	29,42,375	1,03,381	72,366	14,61,223	5.85	9,93,183	+4,61,835			
1895	2,56,02,072	30,89,611	15,61,276	72,979	14,88,777	5.81	10,18,018	+4,70,754			
1896	2,60,78,650	31,61,171	15,50,941	71,114	14,87,370	5.70	10,77,521	+4,57,509			
1897	3,11,00,098	37,38,107	16,20,812	74,905	15,11,907	5.00	10,38,930	+5,16,277			
1898	3,46,43,176	31,14,110	16,67,008	75,885	15,91,181	4.59	13,14,764	+2,72,119			
1899	3,60,27,533	34,21,508	14,12,101	61,940	13,60,161	4.63	11,62,603	-82,442			
1900	4,30,15,249	36,47,197	15,46,413	19,563	17,16,500	3.51	16,19,231	-1,02,381			
1901	4,61,91,293	43,16,760	22,50,110	76,853	21,94,067	4.76	17,67,799	+4,31,008			
1902	4,91,41,700	4,50,632	21,55,201	76,671	22,78,730	4.81	18,77,705	+5,01,725			
1903	5,08,63,466	56,72,902	31,92,619	1,04,369	20,88,200	6.07	19,86,515	+11,01,735			
1904	5,64,95,579	62,67,114	34,98,567	1,11,862	33,83,705	5.99	21,48,621	+12,35,684			
1905	6,21,36,962	61,81,751	35,07,420	1,69,446	35,97,977	5.45	23,54,763	+10,33,414			

Included with Bengal and North Western railway

Includes Sagauli Raxaul branch from 11th April 1904

Sagauli Raxaul branch, before it was purchased by the State

TABLE I					TABLE II	
Calendar year	Capital outlay to end of each year	Gross earnings	Net earnings	Percentage on capital outlay	Earnings per mile per week	Proportion of expenses to earnings
	Rs.	Rs	Rs		Rs	
1896	1,26,044					
1897	6,68,783					
1898	8,07,500					
1899	10,81,710	5,433			30	40.00
1900	12,12,073	25,870			50	52.62
1901	10,67,014	37,142			40	63.44
1902	11,73,421	39,236			42	52.57
1903	11,16,252	41,809			51	57.61
1904 (up to 10th April)	11,16,752	16,710			74	46.03

Number Main head 13 BENGAL DOOARS RAILWAY SYSTEM—
Sub-heads (a) & (b)

Lines comprising the system—The Bengal Dooars railway system is made up of—

- (a) Bengal Dooars railway (3' 3½" gauge)
(b) Bengal Dooars railway extensions (3' 3½" gauge)

Open line
Miles
36.40
116.56

Total 152.96

The lines were constructed for opening out the Western Dooars and for the development of the tea industry.

APPENDIX 38—*contd**History of railways constructed and in progress*

[For Index see page 103]

Number ^{Main head 13}
_{Sub heads (a) and (b)} BENGAL DOOARS RAILWAY SYSTEM—*contd*

13 (a) Bengal Dooars railway proper (3' 3½" gauge)—

Details of construction—

The total length of open mileage is 36.40 miles, divided into main line (List Bunk Teesta to Dam, Dim), 31 miles and branch, 5.40 miles. Construction was sanctioned in 1891 and the line was opened through in 1893.

Permanent-way—The line has been laid with 4½-lb flat-footed steel rails on sal sleepers.

Ballast—The line is ballasted throughout with stone.

Fencing—The line is unfenced.

Curves—The sharpest curve is of 1,432.50 feet radius.

Gradients—The ruling gradient is 1 in 166.

Terms of contracts—

The Bengal Dooars railway and the extensions are worked under the following contracts—

Contracts of—27th April 1891—Bengal Dooars railway principal contract.

2nd March 1898—Contract supplemental to that of 1891 (for extensions).

27th September 1900—Supplemental to that of 1898 (extending period of completion of Dim Dim-Bagrakote extension).

7th November 1901—Supplemental to those of 1898 and 1900 (extending period for completion of Mal-M dam Hat extension).

The general conditions of the contracts are as follows—

Government aid—Land free of cost from Government, and, from the District Board of Jalpaiguri, an annual subsidy of such amount not exceeding Rs 4,000 per annum as may be required to make up the net profits of the undertaking to five per cent per annum on the capital outlay.

Currency of contracts—On the 31st December 1919, and thereafter at intervals of seven years, Government have power, by giving twelve months' previous notice, to terminate the contract and take over the line on payment to the Company in the case of the Bengal Dooars railway of one and two fifths of the invested capital and capital liabilities, and in the case of the extensions of a sum equal to 2½ times the average net earnings during the last preceding five years, but not exceeding by more than 20 per cent the capital expenditure and capital liabilities of the Company and not less than the capital expended and the capital liabilities. If, at any period, the Bengal Dooars railway or the extensions should not be worked for six consecutive months, the Company can also be called upon to surrender the line and extensions on receipt of the actual sum expended up to the date of notice.

Terms of working—If worked by the Company the whole of the profits go to the Company. If worked by the Eastern Bengal (State) railway the Secretary of State returns each half-year 10 per cent of the gross earnings, the remaining 60 per cent being paid to the Company after deduction of income-tax payable to Government.

Rates and fares—

Bengal Dooars railway and extensions from Mal to Madarshat and Dim Dim to Bagrakote—

Certain maxima and minima have been fixed subject to alteration from time to time. If the gross receipts reach 12 per cent on capital, Government may reduce maxima to the extent of 25 per cent, except certain special rates.

Extension from Barnes Junction to Jalmaurhat—

Certain maxima and minima have been fixed within which charges can be made.

Statistics of working—

TABLE I								TABLE II	
Calendar year	Capital outlay to end of each year	Gross earnings	Net earnings	Percentage on capital outlay	Subsidy from District Board	Total income	Percentage of total income on capital outlay	Earnings per mile per week	Proportion of expenses to earnings
	Rs	Rs	Rs		Rs	Rs		Rs	
1891	16,479	—	—	—	—	—	—	—	—
1892	12,67,626	—	—	—	—	—	—	—	—
1893	18,49,091	1,11,912	57,679	7.12	—	57,679	7.12	69	19.80
1894	22,81,224	2,05,286	1,01,271	1.37	1,000	1,11,791	6.72	109	49.20
1895	23,26,476	9,51,537	1,27,138	5.48	1,000	1,31,458	5.65	125	49.71
1896	21,93,213	2,70,450	1,31,813	5.12	—	1,31,813	5.12	176	61.26
1897	21,59,713	2,86,107	1,45,289	5.48	—	1,45,289	5.18	145	49.27
1898	26,68,050	2,69,089	1,10,620	1.15	4,000	1,14,620	4.90	135	57.40
1899	26,26,718	2,73,037	1,18,416	4.51	—	1,18,416	4.51	177	55.41
1900	26,49,605	3,32,739	1,89,161	7.17	—	1,89,161	7.17	168	43.06
1901	26,44,873	3,10,920	1,76,397	6.67	—	1,76,399	6.67	186	43.27
1902	26,50,697	2,71,340	1,71,155	6.17	—	1,71,155	6.17	141	37.27
1903	26,95,547	3,09,967	2,23,786	8.70	—	2,23,786	8.30	156	27.80
1904	26,64,612	3,45,277	2,50,651	9.63	—	2,50,651	9.63	175	25.88
	27,26,891	3,70,343	2,49,598	9.15	—	2,49,598	9.15	196	32.60

APPENDIX 38—*contd**History of railway constructed and in progress*

[For Index see page 106]

Number Main head 13 **BENGAL DOOARS RAILWAY SYSTEM—*contd***
Sub heads (a) and (b)**13 (b) Bengal Dooars railway extensions (3' 3½" gauge)—****Details of construction—**

The total open mileage of the extensions is 116.56 miles, comprised of (1) Eastern extension (Mal to Madarihat), 44 miles, (2) Southern extension (Barnes junction to Lalmanirhat), 65.80 miles, and (3) Western extension (Dam Dim to Bagrakote), 6.76 miles. The construction of the extensions was sanctioned in 1898 and they were opened in 1903, 1900 and 1902, respectively.

Permanent-way—The line has been laid with 41½-lb flat-footed steel rails on sal sleepers.

Ballast—The line is ballasted throughout with stone.

Fencing—The line is unfenced.

Curves—The sharpest curves is of 955 feet radius.

Gradients—The ruling gradient of the Southern extension is 1 in 200 and that of the Eastern and Western extensions, 1 in 100.

Terms of contracts.—See under Bengal-Dooars railway proper, 13 (a).

Statistics of working—

TABLE I					TABLE II	
Calendar year	Capital outlay to end of each year	Gross earnings	Net earnings	Per cent on capital outlay	Earnings per mile per week	Proportion of expenses to earnings
	Rs	Rs	Rs		Rs	
1897	72,151					
1898	4,03,611					
1899	26,72,425					
1900	47,11,632	16,191	5,015	0.11	13	72.31
1901	62,26,667	1,76,399	68,937	1.11	47	69.92
1902	72,66,166	2,58,634	86,266	1.19	62	65.99
1903	79,80,172	3,47,842	1,05,916	1.34	71	69.55
1904	84,97,571	4,15,179	1,08,680	1.28	68	73.85
1905	87,93,080	5,12,343	1,97,824	2.25	85	61.39

Number Main head 14 **BHAVNAGAR-GONDAL JUNAGAD-PORBANDAR RAILWAY SYSTEM—**
Sub heads (a) to (d)

Lines comprising the system—The Bhavnagar-Gondal-Junagad-Porbandar railway system is made up of—

	Open line Miles
(a) Bhavnagar Gondal Junagad Porbandar railway (3' 3½" gauge)	331.19
(b) Dhrangadra railway (3' 3½" gauge)	20.83
(c) Jamnagar railway (3' 3½" gauge)	51.22
(d) Jetalsar-Rajkot railway (3' 3½" gauge)	45.21
Total	455.45

14 (a) Bhavnagar-Gondal-Junagad-Porbandar railway proper (3' 3½" gauge)—

This line was constructed by Government agency and is owned and worked by the Native States after which it is named.

Details of construction—

The line is 331.19 miles long. It consists of the following sections, (1) Bhavnagar to Wadhwan, 102.03 miles, (2) Dhola to Porbandar Bandar, 159.51 miles, and (3) Jetalsar to Veraval Bandar, 69.65 miles. The construction of the first two sections was sanctioned in 1879 and they were opened through in 1880 and 1889, respectively. The third section was sanctioned in 1886 and opened through in 1890.

Permanent-way—The permanent-way consists of 41½-lb flat-footed steel rails on creosoted pine and deodar sleepers, except on the Dhoraji-Porbandar section where the rails are laid on steel pea-pod sleepers.

Ballast—The line is ballasted with broken stone with the exception of the length between Chuda and Wadhwan which is ballasted with kunkur.

Fencing—The line is practically unfenced.

Curves—The sharpest curve is of 1,200 feet radius.

Gradients—The ruling gradient is 1 in 200, except on the Jetalsar-Veraval section where it is 1 in 150.

Terms of contracts—

The Bhavnagar-Gondal-Junagad-Porbandar railway system is worked under the following agreements—

Agreements of—1st January 1897—For the management and working of the "Integral railways" as one system by a Board of Control.

1st June 1898—Dhrangadra railway—

8th April 1897—Jamnagar railway—

12th April 1893—Jetalsar-Rajkot railway—

} For management and working by the Bhavnagar-Gondal-Junagad-Porbandar Railway Administration.

The general conditions of the agreements are as follows—

Government aid—Nil.

Terms of agreement—The whole system is worked by a Board of Control, consisting of one nominee of Government to be President, and one nominee from each of the proprietary States of Bhavnagar, Gondal, Junagad and Porbandar. The existing lines owned by those States are separately and entirely described as the "Integral railways" and their combination is termed the "Open system". The decisions of the Board of Control are based on the majority of votes recorded.

APPENDIX 38—*contd**History of railways constructed and in progress*

[For Index see page 106]

Number Main head 14 BHAVNAGAR-GONDAL-JUNAGAD-PORBANDAR RAILWAY SYSTEM—*contd.*
Sub heads (a) to (d)

14 (a) Bhavnagar-Gondal-Junagad-Porbandar railway proper (3' 3 $\frac{3}{8}$ " gauge)—*concl'd*Terms of contracts—*concl'd*

("Members' single votes" and "Proprietary votes") "Members' single votes" prevail at special meetings where each member has one vote, while "Proprietary votes," i.e., votes revised annually on varying capital outlay, prevail at ordinary and extraordinary meetings

Currency of agreement—The term of the principal agreement for the working of the Bhavnagar-Gondal-Junagad-Porbandar railway proper is from the 1st January 1897 to the 31st December 1900. Until a new agreement has been adopted the terms of this agreement remain in force.

Power of Board to determine agreement—By unanimous vote the Board of Control can cancel or modify any of the clauses of the agreement, and can also rescind or alter any resolution, no changes can otherwise be made until expiry of three months from date of passing such resolution. Any proprietary State can terminate the agreement after the 31st December 1900, subject to 12 months' notice at the beginning of the year.

Terms of working—Bhavnagar-Gondal-Junagad-Porbandar railway—The earnings of the several integral railways belong wholly and exclusively to each integral railway, and, similarly, the Capital and Revenue expenditure is wholly borne by the same. All expenditure on the open system and on the integral railways as may require apportionment is divisible as prescribed in Appendix A to the agreement. The Bhavnagar State provides funds for working the whole system as well as for ordinary capital on the integral railways, all receipts of the entire open system being paid into the Bhavnagar State Treasury. All funds for major capital works are provided by the integral railway concerned, or by special arrangement with the Bhavnagar State Treasury. Each integral railway is the sole proprietor of all works, buildings, etc., on its own length of line and is entitled to 7 $\frac{1}{2}$ per cent interest on the paid up value of all property in occupancy for open system purposes, to compensation for losses for works and buildings falling into disuse and to 7 $\frac{1}{2}$ per cent per annum for any additional accommodation required by the open system.

Dhrangadra railway—
 Jamnagar railway—
 Jetalsar Rajkot railway—

{ The Board of Control work the railways at 10 per cent of gross earnings of each railway, plus actual expenditure incurred on the maintenance of way, works and stations, and supply rolling stock at 5 per cent of gross earnings to the Jetalsar-Rajkot and Dhrangadra railways

Rates and fares—The maximum scale of rates and fares sanctioned by Government is applicable to the whole system, but rates and fares may be altered within this scale so as to accommodate them to the circumstances of traffic on any integral railway provided that such alteration be not prejudicial to the interests of any other integral railway.

Statistics of working—

TABLE I					TABLE II	
Calendar year	Capital outlay to end of each year	Gross earnings	Net earnings	Per cent on capital outlay	Earnings per mile per week	Proportion of expenses to earnings
	Rs	Rs	Rs		Rs	
1879	4,80,177					
1880	19,19,304					
1881	74,46,353	6,88,385	2,31,706	3.11	78	70.18
1882	86,75,711	8,76,846	3,51,648	4.09	87	19.55
1883	90,49,232	8,94,179	3,26,513	3.61	89	63.47
1884	12,92,040	10,32,312	4,98,107	5.36	109	54.46
1885	96,25,031	10,04,660	3,91,247	4.07	98	59.55
1886	98,57,553	9,65,379	4,15,149	4.21	96	57.00
1887	1,08,28,023	9,80,837	4,42,103	4.08	98	54.93
1888	1,30,68,663	11,20,260	5,06,515	3.88	109	50.58
1889	1,62,60,477	13,80,117	7,04,177	4.33	97	56.55
1890	1,68,42,051	15,71,788	6,00,267	3.56	91	61.81
1891	1,71,24,771	14,77,263	4,75,786	2.78	85	67.79
1892	1,72,52,090	15,78,178	4,37,876	2.54	91	72.25
1893	1,72,28,860	20,63,101	8,88,708	5.16	119	56.92
1894	1,73,61,592	18,40,287	7,91,335	4.56	106	49.61
1895	1,76,00,032	19,52,221	8,21,220	4.67	113	57.93
1896	1,75,63,395	19,80,878	9,69,274	5.63	114	50.06
1897	1,76,53,652	19,21,640	8,19,031	4.64	105	55.04
1898	1,78,56,546	16,98,657	7,09,781	3.98	97	58.22
1899	1,79,56,272	18,53,483	9,26,935	5.16	107	49.99
1900	1,80,00,616	19,53,865	10,10,773	5.62	113	48.27
1901	1,80,96,671	15,37,378	6,80,089	3.76	89	55.76
1902	1,80,87,538	15,71,837	5,66,342	3.13	79	58.72
1903	1,81,53,314	16,04,638	8,36,670	4.61	92	47.86
1904	1,80,44,250	18,60,565	10,39,916	5.76	107	44.11
1905	1,80,09,429	18,51,324	9,90,981	5.50	106	46.47

14 (b) Dhrangadra railway (3' 3 $\frac{3}{8}$ " gauge)—

This line was constructed for the Dhrangadra State by the Bhavnagar-Gondal-Junagad-Porbandar railway by which it is being worked.

APPENDIX 38—*contd**History of railways constructed and in progress.*

[For Index see page 108]

Number ^{Main head 14} Sub heads (a) to (d) BHAVNAGAR-GONDAL-JUNAGAD-PORBANDAR RAILWAY SYSTEM—*contd.*14 (b) Dhrangadra railway (3' 3½" gauge)—*concl'd*

Details of construction—

The line is 20.83 miles long and connects Wadhwan with Dhrangadra. Its construction was sanctioned in 1897 and it was opened in 1898

Permanent way—The permanent-way consists of 41½-lb flat-footed steel rails laid on deodar sleepers

Ballast—The ballast used is of broken hard sand-stone

Fencing—The line is unfenced

Curves—The sharpest curve is of 1,400 feet radius

Gradients—The ruling gradient is 1 in 175

Terms of contracts—See under Bhavnagar-Gondal-Junagad-Porbandar railway proper, 14 (a).

Statistics of working—

TABLE I					TABLE II	
Calendar year	Capital outlay to end of each year	Gross earnings	Net earnings	Per cent on capital outlay	Earnings per mile per week	Proportion of expenses to earnings.
	Rs	Rs	Rs		Rs	
1897	5,830					
1898	5,93,589	23,395	10,617	1.70	37	54.62
1899	6,06,104	63,876	20,978	3.46	59	67.16
1900	5,86,534	57,366	18,984	3.24	53	66.91
1901	5,86,100	46,196	11,765	2.01	43	74.53
1902	5,87,911	37,731	8,075	1.33	35	78.60
1903	5,86,638	43,053	11,713	1.99	40	72.50
1904	5,87,116	47,516	15,446	2.63	44	67.49
1905	5,86,605	49,043	18,375	2.28	45	72.73

14 (c) Jamnagar railway (3' 3½" gauge)—

This line was constructed for the Navanagar State by the Bhavnagar-Gondal-Junagad-Porbandar railway by which it is being worked

Details of construction—

The railway is 54.22 miles long and connects Rajkot with Bedi Bandar. Its construction was sanctioned in 1893 and it was opened in 1897

Permanent-way—The permanent-way consists of 41½-lb flat-footed steel rails on creosoted pine and deodar sleepers

Ballast—The ballast used is of broken stone

Fencing—The line is unfenced except at the approaches to the Victoria bridge near Jamnagar and to the south of the Jamnagar station yard

Curves—The sharpest curve is of 1,000 feet radius

Gradients—The ruling gradient is 1 in 200

Terms of contracts—See under Bhavnagar-Gondal-Junagad-Porbandar railway proper, 14 (a)

Statistics of working—

TABLE I					TABLE II	
Calendar year	Capital outlay to end of each year	Gross earnings	Net earnings	Per cent on capital outlay	Earnings per mile per week	Proportion of expenses to earnings
	Rs	Rs	Rs		Rs	
1894	17,000					
1895	62,956					
1896	14,91,727					
1897	22,50,538	84,476	28,954	1.29	41	65.73
1898	23,18,496	1,02,945	31,782	1.37	36	69.12
1899	25,68,553	1,26,323	51,540	2.23	63	59.20
1900	23,09,491	1,49,153	59,540	2.58	53	60.09
1901	23,09,969	1,36,814	51,401	2.23	48	62.29
1902	23,78,240	1,81,104	53,751	2.28	46	59.00
1903	23,58,333	1,39,756	60,122	2.55	50	56.98
1904	23,27,281	1,41,030	56,721	2.44	58	59.78
1905	23,27,105	1,43,341	62,003	2.66	53	58.20

APPENDIX 38—contd.

History of railways constructed and in progress

[For Index see page 106]

Number ^{Main head 14} Sub heads (a) to (d) BHAVNAGAR-GONDAL-JUNAGAD PORBANDAR RAILWAY SYSTEM—concl'd.

14. (d) Jetalsar-Rajkot railway (3' 3½" gauge)—

This line was constructed for the Jetalsar Rajkot Railway Syndicate by the Bhavnagar-Gondal Junagad-Porbandar railway by which it is being worked

Details of construction—

This line is 46.21 miles long. Its construction was sanctioned in 1892 and it was opened in 1893

Permanent-way—The permanent way consists of 41½ lb flat footed steel rails on creosoted pine sleepers, except for five miles where the rails are laid on steel trough sleepers

Ballast—The ballast used is of broken stone

Fencing—The line is unfenced except between Rajkot Para and Rajkot Junction

Curves—The sharpest curve is of 955 feet radius

Gradients—The ruling gradient is 1 in 200

Terms of contracts—See under Bhavnagar-Gondal-Junagad-Porbandar railway proper, 14 (a)

Statistics of working—

TABLE I					TABLE II	
Calendar year	Capital outlay to end of each year	Gross earnings	Net earnings	Per cent on capital outlay	Earnings per mile per week	Proportion of expenses to earnings
	Rs	Rs	Rs		Rs	
1892	7,89,792					
1893	14,35,593	1,03,006	50,696	3.55	59	50.59
1894	14,99,605	1,55,556	61,152	4.03	65	60.68
1895	15,03,585	1,83,338	77,443	5.15	76	57.76
1896	15,29,365	1,97,116	84,238	5.51	82	57.26
1897	15,47,463	2,00,253	84,720	5.47	85	58.72
1898	15,78,017	1,78,941	76,057	4.82	74	57.60
1899	15,63,268	1,92,927	78,726	4.97	85	60.43
1900	15,74,082	2,02,718	86,214	5.43	84	57.47
1901	15,74,083	1,76,388	67,251	4.27	73	61.87
1902	15,78,583	1,44,317	54,485	3.15	60	62.25
1903	15,78,658	1,66,404	63,230	4.01	69	62.00
1904	15,76,655	1,88,439	69,248	4.39	78	63.25
1905	15,80,267	1,91,155	71,882	4.74	80	60.63

Number ^{Main head 15} Sub heads (a) & (b) BURMA RAILWAYS SYSTEM—

Lines comprising the system—The Burma railways system is made up of—

	Open line	Under construction or sanctioned for construction	Total
	Miles	Miles	Miles
(a) Burma railways (3' 3½" gauge)	1,340.15	6.70	1,346.85
(b) Burma railways extensions (3' 3½" gauge)		186.93	186.93
Total	1,340.15	193.63	1,533.78

15 (a) Burma railways proper (3' 3½" gauge)—

The Burma Railways Company was formed in 1896 for the purpose of taking over the working of the then existing system of State railways (3' 3½" gauge) in Burma and extending it by the construction of other lines, particularly, one from Mandalay to Kunlong. The railways taken over by the Company from Government on the 1st September 1896 comprised the following lines—Rangoon to Prome on the Irrawaddy river, Rangoon to Mandalay, and thence to the bank of the Irrawaddy, opposite Sagaing, and Sigung to Mogaung, with an extension to Myitkyna and a branch to Katha, whence there is communication by river with Bhamo

Details of construction—

The open mileage of the Burma railways, 1,340.15 miles, consists of (1) *Main line section*, main line (Rangoon to Mandalay), 386 miles, branches, 81.60 miles, (2) *Irrawaddy section* (Rangoon to Prome), 161 miles, (3) *Mu Valley section*, main line (Sagaing to Myitkyna), 331.29 miles, branches, 91.46 miles, (4) *Mandalay-Kunlong section* (Myohaung to Lashio), 177.84 miles, and (5) *Bassein-Henzada Letpadan section*, 110.96 miles. Of the above 2,380 miles are double line.

First sanction to the construction was given in 1874, and the first three sections were opened through in 1889, 1877 and 1898, respectively, and the last two sections in 1903

Besides the above 6.70 miles were sanctioned for construction in 1905

Permanent-way—The rails in use on the system are 50-lb and 41½-lb flat-footed steel. The sleepers throughout are generally of teak, pyinma and pyinkado, the last named largely predominating

Ballast—The ballast used is either shingle or broken stone

Fencing—The main line (Rangoon to Mandalay) and the Irrawaddy line (Rangoon to Prome) are fenced. The Mu Valley line is generally unfenced, except at a few stations. The Mandalay-Kunlong section is unfenced. On the Bassein-Henzada line, the Bassein and Henzada station yards are fenced and the work of fencing the whole length is now in progress

Curves—On the main line (Rangoon to Mandalay), the sharpest curve has a radius of 573 feet, on the Rangoon-Prome section of 1,146 feet. The sharpest curves on the Bassein-Henzada, Letpadan-Tharawaw, Meiktila-Myingyan and Sagaing-Alon branches have radii of 955, 1,432, 1,273 and 2,865 feet, respectively. On the Lashio branch the sharpest curve has a radius of 337 feet. On the Mu Valley line, the Katha branch and the Nankan-Mohnyin section the sharpest curve has a radius of 573 feet.

APPENDIX 38—contd.

History of railways constructed and in progress

[For Index see page 106]

Number ^{Main head 15}
^{Sub heads (a) and (b)} BURMA RAILWAYS SYSTEM—*concl'd*15 (a) Burma railways proper (3' 3½" gauge)—*concl'd*Details of construction—*concl'd*

Gradients—The ruling gradient on the main line is 1 in 200, uncompensated, on the Lashio branch it is 1 in 25, compensated, on the Mu Valley 1 in 60, uncompensated, on the Myingyan branch, 1 in 100, uncompensated, on the Sagaing-Alon branch, 1 in 150, uncompensated, and on the Katha branch, 1 in 50, compensated

Terms of contract—

The railways are worked under the following contract —

Contract of—9th March 1897 (between the Secretary of State and the Burma Railways Company) for transfer and management

The general conditions of the contract are as follows —

Government aid—Interest is guaranteed at 2½ per cent on the Company's share capital Land was provided free

Currency of contract—Government may determine the contract, after giving six months' notice, if the Company fails to perform its obligations, or if the undertaking be, in the opinion of the Secretary of State, in course of gross mismanagement by the Company, or if it be worked at a loss for three consecutive half-years Government may also determine the contract on the 31st December 1921, or at the end of any succeeding tenth year, by giving twelve months' previous notice On the determination of the contract from any cause the Secretary of State is to repay to the Company in sterling at par the capital raised by the latter

Power of Company to surrender contract—Nil

Terms of working—After deducting working expenses (which may include any single item of capital expenditure not exceeding Rs 1,000 classed as a "Minor Work," subject to a maximum charge on such account of Rs 15 per mile of line open in each half year, and a payment of Rs 40 for every mile of line open to traffic to be made half-yearly to Government for supervision) the net receipts in each half year are to be applied in payment to Government of—

(1) The equivalent of the interest paid for the half-year on any debentures issued by the Company,

(2) The equivalent of the guaranteed interest at 2½ per cent per annum on the Company's capital of £2,000,000, and of the interest payable on any additional share capital raised by the Company,

(3) The equivalent of interest at 2½ per cent per annum on the sterling equivalent of the capital expenditure by Government on the railways up to the date of the transfer, and of interest on any additional moneys supplied by Government

After payment of the interest above mentioned, any surplus which may remain unpaid in a year ending on the 30th June, to be divided between Government and the Company in the proportion of four-fifths to the former and one fifth to the latter

Rates and fares—Certain maxima and minima have been fixed within which the Company is permitted to vary rates

Statistics of working—

TABLE I

TABLE II

Calendar year	Capital outlay to end of each year	Gross earnings	Net earnings	Per cent on capital outlay	Interest	Company's share of net earnings	Gain or loss to the State	Earnings per mile per week	Proportion of expenses to earnings
	Rs	Rs	Rs		Rs	Rs	Rs	Rs	
1877								61	129.36
1878								115	93.03
1879	1,256,597	9,55,913	1,41,743	1.14	5,47,438		-1,05,695	114	85.17
1880	1,25,87,310	13,22,710	5,21,085	4.14	5,62,331		-41,246	158	60.60
1881	1,36,51,993	15,43,922	6,15,077	4.73	5,86,210		+58,897	181	58.21
1882	1,78,39,922	15,75,691	6,30,430	3.53	6,23,969		+6,461	188	59.99
1883	2,19,77,689	15,62,588	5,60,766	2.55	7,46,068		-1,82,302	187	64.66
1884	2,56,37,089	21,05,421	8,21,936	3.21	9,69,215		-1,47,279	181	60.96
1885	2,72,95,313	21,63,656	4,73,123	1.73	10,61,184		-5,68,061	143	78.13
1886	2,88,52,604	26,57,955	9,41,149	3.26	12,61,942		-3,23,093	156	64.51
1887	3,66,52,817	33,24,263	15,55,303	4.25	13,15,249		+1,43,054	197	53.12
1888	4,68,73,677	33,76,218	12,11,960	2.63	18,18,560		-5,41,600	171	62.33
1889	5,12,40,158	46,90,263	15,73,572	3.07	20,17,224		-4,42,672	169	66.45
1890	5,56,22,296	54,71,432	23,48,191	4.22	21,31,308		+2,12,883	210	57.08
1891	6,03,31,289	58,51,197	23,71,392	3.90	23,23,237		+48,105	199	59.50
1892	6,64,02,875	71,60,618	33,96,058	5.10	24,90,321		+8,95,867	237	52.31
1893	7,03,17,005	67,22,506	22,42,492	3.19	27,19,995		-1,77,503	178	66.64
1894	7,37,14,721	62,87,354	33,23,328	3.15	28,94,375		-5,71,047	164	63.05
1895	7,57,29,659	67,11,062	27,92,356	3.57	30,01,163		-2,91,807	169	59.73
1896	8,13,44,229	71,08,558	29,85,751	3.67	31,43,442		-4,57,691	167	60.76
1897	8,73,31,890	86,76,403	38,82,673	4.45	38,81,674	1,62,877	-1,11,878	188	55.25
1898	9,24,93,509	89,91,451	37,83,593	4.10	39,49,899	1,61,076	-3,22,453	184	57.97
1899	10,11,17,617	88,25,724	35,78,407	3.54	38,35,209	1,24,994	-8,81,796	179	59.45
1900	11,33,96,635	1,10,29,947	48,91,824	4.43	38,49,026	3,47,606	+6,98,192	195	55.62
1901	11,99,22,408	1,18,85,329	49,69,676	4.16	40,41,108	4,42,439	+5,06,169	197	58.02
1902	12,70,23,590	1,25,02,671	52,72,683	4.66	43,94,523	4,69,365	+4,08,495	203	57.83
1903	13,01,30,277	1,36,14,478	52,19,722	4.01	44,06,700	4,32,216	+3,80,576	197	61.66
1904	13,38,28,678	1,41,02,418	65,70,760	4.92	44,71,268	5,92,997	+15,06,495	216	56.19
1905	13,55,91,056	1,57,75,957	61,81,063	4.56	45,25,974	6,77,542	+9,67,547	226	60.82

15 (b) Burma railways extensions (3' 3½" gauge)—

Details of construction—

There are two lines under construction, viz., (1) Pegu to Martaban, 121.27 miles long, which was sanctioned in 1903; and (2) Henzada to Kyangin, 65.66 miles long, sanctioned in 1904

APPENDIX 38—*contd**History of railways constructed and in progress.*

[For Index see page 106]

Number ^{Main head 16}_{Sub head (a)} DEOGHUR RAILWAY (3' 3½" gauge)—

Details of construction—

This line connects Deoghur with Baidyanath, a station on the East Indian Railway, and is 4.79 miles long. It was sanctioned in 1881 and opened in 1882

Permanent-way—The permanent-way is laid with 36-lb steel rails on wooden sleepers

Ballast—The line is ballasted throughout

Fencing—The line is unfenced

Curves—The sharpest curve has a radius of 2,640 feet

Gradients—The ruling gradient is 1 in 60

Terms of contract—

The railway is worked under the following contract —

Contract of—12th July 1883 (between the Secretary of State and the Deoghur Railway Company) for construction, maintenance and working

The general conditions of the contract are as follows —

Government aid—Land alone was provided free of charge

Terms of contract—Messrs Burn & Co constructed the railway with capital raised locally and without any guarantee

Currency of contract—Government may, after giving six months notice, determine the contract, and take over the railway at a valuation based on the earnings for the two years immediately previous to such resumption, if the Company fails to perform its obligations. Government may also, by giving 12 months' notice, determine the contract and take over the railway at a valuation calculated at the average market rate of the shares during the previous three years, together with bonus not exceeding 20 per cent of such value, after the railway has been opened for traffic for 30 years, and thereafter at terms of 10 years

Rates and fares—Certain maxima have been fixed within which the Company is permitted to vary rates

Statistics of working—

TABLE I.					TABLE II.	
Calendar year	Capital outlay to end of each year	Gross earnings	Net earnings	Per cent on capital outlay	Earnings per mile per week	Proportion of expenses to earnings
	Rs	Rs	Rs		Rs	
1883	2,73,331	19,639	6,212	2.28	79	68.00
1884	2,75,000	33,735	10,704	3.90	83	54.90
1885	2,75,000	23,987	9,908	3.60	88	58.69
1886	2,75,042	25,017	11,743	4.27	100	53.06
1887	2,75,013	24,532	12,108	4.40	98	50.64
1888	2,81,180	25,612	11,521	4.10	104	55.37
1889	2,82,876	28,533	12,695	4.49	115	55.51
1890	2,82,616	26,095	10,915	3.86	105	53.17
1891	2,82,752	31,365	15,429	5.46	125	50.49
1892	2,88,329	26,964	9,707	3.37	108	64.00
1893	2,87,364	37,809	19,103	6.65	152	49.47
1894	2,87,526	29,425	9,659	3.36	118	67.17
1895	2,88,086	33,611	15,308	5.31	130	54.46
1896	2,87,797	30,014	11,493	1.00	120	61.69
1897	2,87,942	30,320	11,352	3.87	122	63.22
1898	2,68,453	32,100	6,601	2.28	129	79.44
1899	2,87,535	33,262	6,676	2.32	134	79.92
1900	2,87,379	34,900	7,376	2.56	140	78.87
1901	2,85,265	48,293	18,616	6.53	194	61.45
1902	3,01,057	29,758	6,025	2.00	120	79.75
1903	3,01,057	40,458	10,622	3.53	162	73.75
1904	3,01,057	46,635	14,701	4.88	187	68.48
1905	3,24,444	45,397	13,552	4.19	182	70.08

Number ^{Main head 17}_{Sub heads (a) and (b)} DIBRU-SADIYA RAILWAY SYSTEM—

Lines comprising the system—The Dibru-Sadiya railway system is made up of—

	Open line	Under construction or sanctioned for construction	Total
	Miles	Miles	Miles
(a) Dibru Sadiya railway (3' 3½" gauge)	77.50	8.50	86.00
(b) Ledo and Tikah Margherita Colliery railway (3' 3½" gauge)	8.50	—	8.50
Total	86.00	8.50	94.50

17. (a) Dibru-Sadiya railway proper (3' 3½" gauge)—

Details of construction—

This line is 77.50 miles long and may be divided into main line (Dibrugarh to Dihing Bridge), 61.50 miles, and the Talap branch, 16 miles. Its construction was sanctioned in 1881 and it was opened through in 1885.

There were 8.50 miles sanctioned for construction in 1905.

History of railways constructed and in progress

[For Index see page 106]

Number ^{Main head 17}
Sub heads (a) and (b) **DIBRU SADIYA RAILWAY SYSTEM—contd****17 (a) Dibru-Sadiya railway proper (3' 3 $\frac{3}{8}$ " gauge)—contd****Details of construction—contd**

Permanent-way—The line is laid with 41 $\frac{1}{2}$ -lb and 50 lb flat footed steel rails. The sleepers are urum and cast iron plate of the Denhim Olphelets' type.

Ballast—The line is partially ballasted with broken stone.

Fencing—The line is unfenced, with the exception of a short length at Dibrugarh.

Curves—The sharpest curve is of 700 feet radius.

Gradients—The ruling gradient is 1 in 150.

Terms of contracts—

The railway is worked under the following contracts—

Contracts of—26th May 1880 (between the Secretary of State and the Assam Railway Company) for maintenance and working

25th July 1881—Contract modifying that of 1880

The general conditions of the contracts are as follows—

Government aid—Government guaranteed the payment of a subsidy, not exceeding in any year Rs 80,000 twelve months after the opening of the main line or after each succeeding twelve months until the end of twenty years after opening, equal, together with the net earnings of the main line, to 5 per cent of the paid up capital of the main line. Government similarly guaranteed a subsidy for the Mikum branch, not exceeding Rs 20,000 in any year. The payment of guarantee terminated on the 30th June 1903. The free use of public roads is also provided for.

Currency of contract—If the Company fails to fulfil its obligations, within thirty days after notice, Government can take possession and execute all repairs and works for the efficient working of the railway. Government may determine the contract, on giving 12 months' notice (clause 19 of contract, dated 26th May 1880), at the expiry of the first five years after date of opening, and at subsequent intervals of five years, by paying twenty per cent in excess of the value of the Company's property.

Note—The Company having waived all its rights under clause 7 of contract dated 25th July 1881 to construct railways within the Lakhimpur District, Government have waived their right to purchase the railway before 1921, or at intervals of 10 years thereafter (Secretary of State's letter No P W 731, dated the 2nd December 1901).

Power of Company to surrender contract—Nil

Terms of working—The Company to maintain the railway and the road on which the rails are laid and the rolling stock and other equipments to the satisfaction of the Secretary of State and to carry on the work of common carriers.

Rates and fares—These were subject to approval by Government from time to time while subsidy was payable. If the net profits exceed 12 per cent of paid up capital, Government may order such reduction of tariff and rates as may be considered necessary, such reduction not lessening the net profits below 12 per cent.

Statistics of working—

TABLE I								TABLE II		REMARKS
Calendar year	Capital outlay to end of each year	Gross earnings	Net earnings	Percentage on capital outlay	Subsidy from local Government	Total income	Percentage of total income on capital outlay	Earnings per mile per week	Proportion of expenses to earnings	
	Rs	Rs	Rs		Rs	Rs		Rs		
1883	22 24 23	48,220	—35,375			—8,375		52	171.70	
1884	10 6 8	2 06 13	—68 1 6		54,55	—13 8 6		67	131.61	
1885	49 46 129	9,37,303	—63,864		54,900	—9,364		62	123.03	
1886	49 73 753	3,1,470	53,151	1.07	54,551	1,07,803	2.17	81	80.65	
1887	53 32 60	4,01,928	1,07,440	1.92	1,00,000	2,09,540	3.80	91	74.68	
1888	51 3 14	4,25,530	1,01,750	1.89	1,00,000	2,07,750	3.7	105	76.00	
1889	57 18 0	4,61,018	1,25,117	2.27	1,00,000	2,25,117	4.08	114	72.26	
1890	57,06 682	5,14,266	1,76,960	3.10	1,00,000	2,76,960	4.85	127	65.59	
1891	67 05 474	4,98,682	1,70,526	2.51	1,00,000	2,70,526	4.03	123	65.80	
1892	61 56,304	5,11,213	1,63,719	2.75	1,00,000	2,63,719	3.79	127	63.10	
1893	71 70 62	5,12,098	1,29,92	2.13	1,00,000	2,52,92	3.33	127	70.13	
1894	70 9 187	5,11,015	1,07,732	2.76	1,00,000	2,07,732	4.17	132	63.18	
1895	74 02,720	6,01,112	2,60,513	3.64	1,00,000	3,69,513	4.99	140	55.16	
1896	71,01,106	6,47,360	3,12,236	4.23	1,00,000	4,12,236	5.57	161	51.76	
1897	74 20,119	7,41,189	2,64,750	3.7	1,00,000	3,64,750	4.92	192	68.12	
1898	74,41,174	7,81,115	2,82,178	3.80	1,00,000	3,82,178	4.77	194	63.85	
1899	74,51,163	8,59,114	4,49,683	6.03	37,908	4,87,591	6.54	213	47.68	The amount shown as subsidy received during 1899 was due for a previous period
1900	77,14,740	9,00,817	4,62,381	5.99		4,62,381	5.99	224	48.67	
1901	82,00,747	9,28,578	4,73,707	5.77		4,73,707	5.77	230	49.03	
1902	82 00 691	8,51,880	4,11,187	5.01		4,11,187	5.01	211	51.70	
1903	82 32 530	9 11 777	4 57 974	5.56		4 57 974	5.56	227	50.05	
1904	87 01,573	9 48 173	4 21,317	4.81		4 21 173	4.81	235	5.58	
1905	87,31,147	9,41,993	4,32,063	4.95		4,32,053	4.95	237	54.73	

APPENDIX 38—*contd.**History of railways constructed and in progress.*

[For Index see page 106]

Number ^{Main head 17}
_{Sub heads (a) and (b)} **DIBRU-SADIYA RAILWAY SYSTEM—*concl'd.*****17. (b) Ledo and Tikak-Margherita Colliery railway (3' 3½" gauge) —**

The line was used originally only for the purposes of bringing coal from the mines on the south bank of the Dihing river to the Dibru-Sadiya railway. It was constituted a railway and its working was taken over by the Dibru-Sadiya railway from the 1st January 1897.

Details of construction—

The line is 8.50 miles long, *viz*, main line (Dihing bridge to Ledo) 5.50 miles, and branch (Margherita to Namdang) 3 miles. The main line was opened in 1884 and the branch in 1901.

Permanent way—The line is laid with 50-lb flat footed steel rails on uram sleepers.

Ballast—The main line is three-fourths ballasted with broken stone, but the Namdang branch is unballasted.

Fencing—The line is unfenced.

Curves—The sharpest curve is of 800 feet radius.

Gradients—The ruling gradient is 1 in 100.

Terms of contract—

The railway is worked under the following contract —

Contract of—30th July 1881, between the Secretary of State and the Assam Railways and Trading Company, for coal and iron mining in the Makum coal fields and for the construction of a railway or tramway to effect a junction with the railways which may be constructed to the bank of the Dihing river.

Terms—Contained in Government of India, Public Works Department, No 623 R. T, dated the 6th August 1896.

The general conditions are as follows —

Government aid—Nil

Currency of contract—The coal concession is for a term of 20 years from 30th July 1881 within an area of 30 square miles, and for a further term of 30 years within an area of at least 4 square miles.

Power of Company to surrender contract—Nil

Terms of working—The colliery to be charged with the cost of maintenance of the branch and sidings owned by it and 5 per cent of its gross earnings for the use of rolling stock, all other charges for working the open line to be divided between the railway and colliery in proportion to their respective gross earnings.

Rates and fares—Certain rates and fares have been sanctioned by Government.

Statistics of working—

TABLE I

Calendar year	Capital outlay to end of each year	Gross earnings	Net earnings	Per cent on capital outlay	TABLE II	
					Earnings per mile per week	Proportion of expenses to earnings
	Rs	Rs	Rs		Rs	
1897	11,46,210	45,871	8,024	0.70	83	82.51
1898	12,00,698	55,313	9,752	0.81	142	93.28
1899	12,57,416	63,684	22,053	1.72	162	65.04
1900	12,54,375	65,724	17,931	1.40	109	72.64
1901	16,30,162	70,293	11,145	0.68	123	84.15
1902	16,57,445	58,759	437	0.03	102	99.25
1903	16,62,082	59,077	—8,208		103	113.89
1904	16,63,089	56,103	13,158	0.79	120	76.55
1905	16,78,156	59,439	27,210	1.62	127	54.22

Number ^{Main head 18}
_{Sub heads (a) to (c)} **JODHPUR-BIKANER RAILWAY SYSTEM—**

Lines comprising the system—The Jodhpur-Bikaner railway system is made up of—

	Open line Miles
(a) Jodhpur Bikaner (Jodhpur section) (3' 3½" gauge)	463.89
(b) Jodhpur Bikaner (Bikaner section) (3' 3½" gauge)	245.35
(c) Jodhpur Hyderabad railway (British section) (3' 3½" gauge)	123.98
Total	833.22

APPENDIX 38—*contd.**History of railways constructed and in progress*

[For Index see page 108]

Number ^{Main head 18}
_{Sub heads (a) to (c)} JODHPUR-BIKANER RAILWAY SYSTEM—*contd*

18. (a) Jodhpur-Bikaner (Jodhpur section) (3 3½" gauge)—

Details of construction—

The open mileage of the section is 463.89 miles. First sanction to construction was accorded in 1881 and the line was opened through to the British frontier in 1900. The Merta city branch was opened in 1905.

Permanent-way—The line is laid with 36-lb, 41½-lb and 50-lb flat-footed steel rails. There are also some 36-lb iron rails in the Merta city branch. The sleepers are steel trough, deodar and pine.

Ballast—On the greater portion of the line the ballast consists of coarse sand, kunkur and broken stone.

Fencing—With the exception of a few stations, the line is unfenced.

Curves—There are no curves with a radius of less than 1,000 feet.

Gradients—The ruling gradient is 1 in 150.

Terms of contracts—

The railway is worked under the following contracts—

Contracts of—13th July 1889 } (between the Government of India and the Jodhpur and Bikaner Durbars) for
30th July 1889 } constructing and working the line

The general conditions of the contracts are as follows—

Government aid—The line is the exclusive property of the two Durbars.

Currency of contracts—These contracts may be modified at any time by mutual consent.

Terms of working—Each Durbar to receive all the profits of the section of line belonging to that Durbar.

Rates and fares—No provision was made for rates and fares in the contracts, but certain rates and fares were approved by executive order.

Statistics of working—

TABLE I

TABLE II

Calendar year	Capital outlay to end of each year	Gross earnings	Net earnings	Per cent on capital outlay	Earnings per mile per week	Proportion of expenses to earnings
	Rs	Rs	Rs		Rs	
1883	4,99,866	40,361	23,110	4.62	42	42.74
1884	8,09,995	64,262	31,748	3.92	39	50.59
1885	15,40,335	1,70,691	1,12,505	7.30	54	34.30
1886	21,22,593	2,05,728	1,33,318	6.23	62	35.20
1887	22,81,433	3,18,703	1,91,677	8.40	55	39.86
1888	22,80,006	3,60,503	1,91,558	8.40	56	46.91
1889	22,74,978	3,59,359	1,92,258	8.45	56	46.50
1890	22,71,738	3,70,825	1,96,192	8.63	58	47.09
1891	41,87,110	6,12,839	3,34,364	7.99	66	45.41
1892	60,59,552	9,16,960	5,28,941	8.73	74	44.14
1893	64,74,611	8,31,765	4,33,895	6.70	52	47.83
1894	64,49,374	10,81,156	6,69,373	10.38	65	39.09
1895	64,32,934	9,74,738	5,69,246	8.85	58	41.60
1896	64,78,328	11,61,465	7,38,273	11.40	70	36.60
1897	74,90,176	11,22,658	7,44,799	9.94	67	33.66
1898	1,00,87,594	12,22,726	7,30,956	7.25	73	42.22
1899	1,13,42,183	19,09,097	11,66,844	10.29	102	38.88
1900	1,14,23,508	16,28,473	9,07,480	7.94	81	44.27
1901	1,17,24,896	15,67,073	7,14,826	6.10	66	54.39
1902	1,18,69,424	16,76,216	8,35,202	7.04	71	50.17
1903	1,19,31,439	16,34,708	8,91,196	7.47	69	45.48
1904	1,21,90,840	16,87,624	9,58,365	7.86	71	43.21
1905	1,22,63,774	19,16,254	11,01,234	8.98	79	42.53

18 (b) Jodhpur-Bikaner (Bikaner section) (3' 3½" gauge)—

Details of construction—

The section is 245.35 miles long. Its construction was first sanctioned in 1890 and it was opened through to Bhatinda in 1902.

Permanent-way—The permanent-way consists of 36-lb flat-footed steel rails on steel trough and deodar sleepers.

Ballast—The ballast consists of coarse sand and small lankur, except on the Suratgarh-Bhatinda section where it is broken brick and kunkur.

Fencing—The line is unfenced, except at a few stations.

Curves—There are no curves with a radius of less than 1,000 feet.

Gradients—The ruling gradient is 1 in 150.

Terms of contracts—

See under Jodhpur section, 18 (a)

APPENDIX 38—contd.

History of railways constructed and in progress.

[For Index see page 106]

Number Main head 18 Sub heads (a) to (c) . JODHPUR-BIKANER RAILWAY SYSTEM—concl'd.

18 (b) Jodhpur-Bikaner (Bikaner section) (3' 3½" gauge)—concl'd

Statistics of working—

TABLE I.					TABLE II	
Calendar year	Capital outlay to end of each year	Gross earnings	Net earnings	Per cent on capital outlay	Earnings per mile per week	Proportion of expenses to earnings
	Rs	Rs	Rs		Rs	
1890	4,15,590					
1891	14,82,706	5,189	2,721	0.19	36	46.99
1892	9,18,622	76,511	24,901	2.63	34	67.47
1893	9,65,771	66,725	25,730	2.66	39	61.43
1894	9,69,407	80,271	40,147	4.17	55	49.61
1895	9,71,031	86,589	40,096	4.61	33	47.89
1896	9,71,291	1,40,727	75,332	7.71	53	37.56
1897	9,73,173	1,17,010	65,101	6.73	42	44.02
1898	23,14,152	1,47,172	77,816	3.37	31	49.4
1899	23,61,917	1,71,539	1,01,314	3.60	37	40.22
1900	32,60,432	1,92,303	1,01,962	3.22	43	45.43
1901	48,515	2,46,875	1,05,697	2.16	31	57.18
1902	52,49,509	3,22,022	1,12,581	2.22	30	55.72
1903	5,70,920	5,20,321	2,66,197	5.19	41	49.33
1904	50,93,519	7,21,901	4,05,677	7.96	57	43.96
1905	51,72,406	8,83,182	5,62,333	10.57	69	36.34

18 (c) Jodhpur-Hyderabad (British section) (3' 3½" gauge)—

Details of construction—

The line connects Hyderabad (Sind) with the Jodhpur system and is 123.98 miles long. Its construction was first sanctioned in 1891 and it was opened through in 1900.

Permanent way—The section is laid with 60 lb iron, and 50-lb and 41½-lb flat-footed steel rails on deodar and Denham-Olipherts' cast-iron sleepers.

Ballast—The ballast is of kunkur, stone and broken brick.

Fencing—With the exception of a few stations, the line is unfenced.

Curves—There are no curves with a radius of less than 1,000 feet.

Gradients—The ruling gradient is 1 in 100.

Terms of contract—

The railway is worked under the following agreement—

Agreement of—22nd December 1900 (between the Government of India and His Highness the Maharaja of Jodhpur and the Council of Regency, Bikaner) for the construction of a railway, on the 3' 3½" gauge, from Balotra to Hyderabad and for working the section from the Jodhpur frontier to Hyderabad.

The general conditions of the agreement are as follows—

Currency of agreement—As regards the working of the railway, this agreement remains in force until determined by either party, on 12 months' notice on the 1st day of January or the 1st day of June in any year.

Terms of working—Working expenses, excluding maintenance, are divided between the British and Native State sections in the ratio of the gross earnings of each section. Maintenance charges to be actual cost for each section of line.

Rates and fares—Maximum and minimum rates and fares and the classification in force on the North Western (State) railway from time to time to be in force on the British section.

NOTE—Government of India in letter No 200 R T, dated the 6th March 1900 approved of the Rajputana Malwa railway classification of goods which is in force on the Native State section being adopted on the British section the stipulation in agreement requiring the adoption of the North Western (State) railway classification remaining unaltered in case it may be considered desirable to enforce it hereafter.

Statistics of working—

TABLE I							TABLE II		
Calendar year	Capital outlay to end of each year	Gross earnings	Net earnings	Per cent on capital outlay	Interest.	Gain or loss to the State	Earnings per mile per week	Proportion of expenses to earnings	REMARKS
	Rs	Rs	Rs		Rs	Rs	Rs		
1891	2,31,401				5,356	-5,356			
1892	16,31,818	83,206	-1,991		59,619	-61,98	29	105.87	The figures of capital outlay in 1900 include the outlay on the Hyderabad Rabeik section
1893	10,61,691	1,30,817	16,471	0.99	65,767	-49,296	43	87.41	
1894	17,27,619	1,41,222	36,062	2.03	63,910	-32,673	47	75.17	
1895	17,71,095	1,68,139	46,609	2.63	71,080	-21,171	55	72.28	
1896	18,00,799	1,87,503	64,376	3.57	71,120	-7,011	61	65.67	
1897	18,37,776	2,05,182	79,113	3.73	73,512	-14,159	67	71.01	The gain to the state in 1901 was due to the completion of the line which was previously only partially open
1898	20,19,772	2,22,647	70,159	3.47	77,513	-7,394	73	68.19	
1899	33,18,918	2,21,212	88,463	2.61	1,07,380	-18,917	71	60.73	
1900	41,71,100	1,93,211	60,933	1.10	1,78,981	-1,13,051	65	65.93	
1901	38,81,861	2,21,907	1,73,567	4.47	1,52,479	+21,138	66	59.69	
1902	40,45,972	5,04,008	2,18,314	5.41	1,79,771	+9,013	78	56.59	
1903	40,45,938	5,81,091	2,62,379	6.49	1,00,179	+1,02,310	91	55.08	
1904	39,58,081	6,48,728	3,15,006	8.2	1,51,816	+1,90,160	101	46.82	
1905	39,67,948	7,73,939	3,60,002	9.80	1,58,622	+2,10,380	112	40.03	

APPENDIX 38—contd

History of railways constructed and in progress.

[For Index see page 106]

Number ^{Main head 19}
^{Sub-head (a)} MORVI RAILWAY (3' 3½" and 2' 6" gauges)—

The 2' 6" gauge connection between Wadhwan and Rajkot by this railway has been converted to the 3' 3½" gauge—from Wadhwan to Thal, 31.34 miles, on a new alignment and onwards to Rajkot, 42.60 miles, on the original alignment with a few unimportant diversions. The line between Vankaner and Morvi has been retained on the 2' 6" gauge.

Details of construction—

The line is 89.64 miles long, divided into the 3' 3½" gauge section (Wadhwan to Rajkot), 73.94 miles and the 2' 6" gauge section (Vankaner to Morvi), 15.70 miles. The construction of the 3' 3½" gauge section was sanctioned in 1902 and this section was opened in 1905. The construction of the 2' 6" gauge section was sanctioned in 1883 and it was opened in 1887.

There were 2.75 miles sanctioned for construction in 1905.

Permanent-way—The permanent way on the 3' 3½" gauge section consists of 41½-lb flat-footed steel rails on half-round teak and creosoted pine sleepers, and that on the 2' 6" gauge section consists of 29-lb flat-footed steel rails on creosoted pine sleepers.

Ballast—The line is ballasted with moorum (disintegrated) trap.

Fencing—The line is unfenced.

Curves—The sharpest curve on the 3' 3½" gauge is of 950 feet radius, and that on the 2' 6" gauge is of 300 feet radius.

Gradients—The ruling gradient is 1 in 150 on both gauges.

Terms of contract—

The Morvi railway is owned by His Highness the Thakore Sahib of Morvi, and is under his control.

Statistics of working—

TABLE I

Calendar year	Capital outlay to end of each year	Gross earnings	Net earnings	Per cent on capital outlay	Earnings per mile per year	Proportion of expenses to earnings
	Rs	Rs	Rs		Rs	
1886	683,671	34,822	Not available		30	103.28
1887	11,06,000	1,29,407	16,694	1.54	39	86.87
1888	11,77,442	1,62,037	21,934	1.87	46	86.44
1889	12,46,800	1,73,321	26,727	4.5	50	68.01
1890	20,58,673	2,9,227	87,50	4.32	60	70.34
1891	20,5,39	3,09,419	1,08,617	5.28	63	64.90
1892	21,01,119	3,19,171	1,50,370	6.19	67	57.83
1893	21,57,363	3,22,518	1,44,432	6.62	66	54.86
1894	22,24,576	3,20,318	1,44,667	6.62	65	54.46
1895	23,99,096	3,69,972	2,00,127	8.41	75	45.91
1896	23,89,315	3,86,894	1,81,621	7.62	79	58.06
1897	24,76,737	4,27,183	2,11,612	8.55	87	50.49
1898	24,79,118	3,76,220	1,63,990	6.61	77	56.41
1899	25,06,414	4,04,106	1,70,053	6.78	86	59.56
1900	27,28,115	4,33,308	1,58,794	5.82	57	62.49
1901	27,59,452	3,58,663	1,2,534	4.55	73	65.00
1902	27,12,718	3,08,658	1,13,299	4.14	64	62.86
1903	27,68,452	2,98,064	1,44,749	5.19	61	61.44
1904	34,06,196	3,54,676	1,68,909	5.35	73	46.73
1905	43,90,817	3,21,610	1,44,476	3.97	69	46.09

TABLE II

Calendar year	Capital outlay to end of each year	Gross earnings	Net earnings	Per cent on capital outlay	Earnings per mile per year	Proportion of expenses to earnings
	Rs	Rs	Rs		Rs	
1886	683,671	34,822	Not available		30	103.28
1887	11,06,000	1,29,407	16,694	1.54	39	86.87
1888	11,77,442	1,62,037	21,934	1.87	46	86.44
1889	12,46,800	1,73,321	26,727	4.5	50	68.01
1890	20,58,673	2,9,227	87,50	4.32	60	70.34
1891	20,5,39	3,09,419	1,08,617	5.28	63	64.90
1892	21,01,119	3,19,171	1,50,370	6.19	67	57.83
1893	21,57,363	3,22,518	1,44,432	6.62	66	54.86
1894	22,24,576	3,20,318	1,44,667	6.62	65	54.46
1895	23,99,096	3,69,972	2,00,127	8.41	75	45.91
1896	23,89,315	3,86,894	1,81,621	7.62	79	58.06
1897	24,76,737	4,27,183	2,11,612	8.55	87	50.49
1898	24,79,118	3,76,220	1,63,990	6.61	77	56.41
1899	25,06,414	4,04,106	1,70,053	6.78	86	59.56
1900	27,28,115	4,33,308	1,58,794	5.82	57	62.49
1901	27,59,452	3,58,663	1,2,534	4.55	73	65.00
1902	27,12,718	3,08,658	1,13,299	4.14	64	62.86
1903	27,68,452	2,98,064	1,44,749	5.19	61	61.44
1904	34,06,196	3,54,676	1,68,909	5.35	73	46.73
1905	43,90,817	3,21,610	1,44,476	3.97	69	46.09

Number ^{Main head 20}
^{Sub-heads (a) to (c)} ROHILKUND AND KUMAON RAILWAY SYSTEM—

Lines comprising the system—The Rohilkund and Kumaon railway system is made up of—

	Open line	Under construction or sanctioned for construction	Total
	Miles	Miles	Miles
(a) Rohilkund and Kumaon railway (3' 3½" gauge)	53.92	148.00	201.92
(b) Lucknow Bareilly railway (3' 3½" gauge)	237.04		237.04
(c) Porayn Light railway (2' 6" gauge)	39.50		39.50
Total	330.46	148.00	478.46

Running powers—

Home line over foreign line—

Bhojepura to Bareilly, Lucknow Bareilly railway, for passenger and goods trains

Foreign line over home line—

Bengal and North Western, Dalganj to Aishbigh, for passenger and goods trains

Miles
12.00

3.40

20 (a) Rohilkund and Kumaon railway proper (3' 3½" gauge)—

Details of construction—

The open line from Bhojepura to Kathgodam is 53.92 miles long. Its construction was sanctioned in 1882 and it was opened in 1884.

APPENDIX 38—*contd.**History of railways constructed and in progress.*

[For Index see page 106]

Number Main head 20
Sub heads (a) to (c) **ROHILKUND AND KUMAON RAILWAY SYSTEM—*contd.***

20 (a) Rohilkund and Kumaon railway proper (3' 3½" gauge)—*contd.*

Details of construction—*concl'd*

There are 148 miles under construction, viz., (1) the Bareilly-Soron branch, 56 miles, (2) Moradabad-Ramnagar branch, 47 miles, and (3) the Lalkua-Kashipur branch, 45 miles. The construction of these branches was sanctioned in 1903.

Permanent way—The permanent way consists of 41½-lb. and 50-lb. steel rails on sal sleepers.

Ballast—The ballast consists of broken brick and shingle.

Fencing—The line is partially fenced.

Curves—There are no curves with a radius of less than 1,000 feet.

Gradients—The ruling gradient is 1 in 70.

Terms of contracts—

The Rohilkund and Kumaon and Lucknow-Bareilly railways are worked under the following contracts—

Contracts of—12th October 1882—Rohilkund and Kumaon Railway Company's original contract

8th September 1890—Contract for the working and maintenance of the Lucknow-Bareilly railway and the Company's line as one system (Principal contract)

31st December 1892—Relating to advances of capital by Government

5th February 1901—Contract modifying the terms of the previous contracts

21st April 1903—Contract as to rate of exchange for purposes of contracts of 12th October 1882 and 8th September 1890

15th July 1901—Contract for construction of new branches and taking over a branch from Kasganj to Soron and other matters supplemental to contracts of 1882, 1890, 1901 and 1903

The general conditions of the contracts are as follows—

Government aid—Company's section—Government guaranteed interest at 4 per cent in sterling on the capital expended up to £200,000 until the line was opened for traffic, but not for longer than the first two years of the contract, thereafter a subsidy of Rs. 20,000 half-yearly for ten years from date of opening, which ceased on 31st December 1894. Land was provided free, subject to the condition that the Company pays on demand to Government the cost price of land purchased by the latter subsequent to the date of the principal contract.

Lucknow-Bareilly section—The Company to raise £160,000 capital by debentures which Government guarantees as to repayment of capital and payment of interest, the Company undertaking to reimburse Government from its own funds any amount by which the guarantee may exceed the annual limit of Rs. 96,000. Land was provided free of charge.

Note—All sums to be advanced by Government after the 31st December 1903 bear interest at the rate of 3½ per cent per annum under the agreement dated the 5th February 1901.

Terms of contract—The Lucknow-Bareilly section was taken over in an unfinished state by the Company which raised the sum of £160,937 by the issue of debentures for the purpose of completing it. The remainder of the capital expended has been supplied by Government. The contract provides that the railway shall be worked in conjunction with the Company's own line, a joint account of working expenses being kept and the total amount divided half-yearly between the State line and the Company's line in proportion to their respective gross earnings.

Currency of contracts—

(1) *Rohilkund and Kumaon railway contract*—Government may terminate the contract at the end of the 30th year (i.e., on the 31st December 1912) or the 50th year (i.e., on the 31st December 1932), by giving 12 months' notice. If the contract terminates by such notice or by efflux of time, Government have to pay 25 times the average net earnings, deducting the Government share of surplus profits during the 5 years preceding the termination. Government may also determine the contract at any time on six months' notice, if the Company fails to observe its obligations, on payment of the value of permanent way, stock and plant, or may call upon the Company to accept the same in lieu of payment in which case the Company must remove its property within nine months from the termination of the contract, otherwise it becomes the property of the Government.

(2) *Lucknow-Bareilly railway*—Government may determine the contract on the 31st December 1907, or on the 31st December of any subsequent year, by giving twelve months' notice. In the event, however, of the original contract, dated the 12th October 1882, terminating by efflux of time or under notice of purchase or notice of determination, this contract, *ipso facto*, also terminates at the same time. Government may also terminate the contract if the Company fails to observe its obligations after six months' notice. On determination of the contract Government resume possession of the State railway on payment to the Company of the amount of the capital received, or take over its liabilities with respect to such capital.

Power of Company to surrender contract—Nil

Terms of working—Company's section—During the period that the Government are liable to pay interest, after deducting working expenses, (which may include any single item of capital expenditure, not exceeding Rs. 1,000 classed as a 'Minor Work,' subject to a maximum charge on such account of Rs. 15 per mile of line open in each half-year, and a payment of Rs. 20 for every mile of line open to traffic to be made half-yearly to Government for supervision), the surplus

APPENDIX 38—*contd**History of railways constructed and in progress*

[For Index see page 106]

Number $\frac{\text{Main head 20}}{\text{Sub heads (a) to (c)}}$ ROHILKUND AND KUMAON RAILWAY SYSTEM—*contd.*20 (a) Rohilkund and Kumaon railway proper (3' 3½" gauge)—*concl'd*Terms of contracts—*concl'd*

profits, after repayment of the guaranteed interest, go to the Company. Subsequently half the surplus profits, after 5 per cent for the year (within a limit of £5,000 for each half-year), has been appropriated to the Company, are to be applied in repayment to Government of arrears of guaranteed interest and interest thereon. The other half and any ultimate surplus to belong to the Company. After the year ending 31st December 1897 Government are to receive half the surplus profits in excess of 6 per cent.

Note—It has been agreed that in calculating the surplus profits for division, sums received by the Company as its share of the surplus profits of the Lucknow Bareilly railway shall not be taken into account.

Lucknow-Bareilly section—The working expenses of the system, (which may include any single item of capital expenditure not exceeding Rs 1,000 classed as a 'Minor Work,' subject to a maximum charge on such account of Rs 15 per mile of line open in each half-year, and a payment of Rs 20 for every mile of line open to traffic to be made half yearly to Government for supervision), are divided between the Company's line and the State railway in proportion to their gross earnings, the profits of the State railway being applied (i) in meeting payment of interest on the debentures and of interest at 4 per cent on any further capital supplied by the Company for the undertaking or advanced by Government, (ii) in payment to Government of interest at 4 per cent on their capital in the undertaking, and (iii) the residue to be divided half-yearly between Government and the Company in the ratio of their respective shares of capital in the undertaking.

Any insufficiency of the profits to meet the charges under (i) that may be met by money supplied by Government shall be a cumulative preference charge against subsequent profits before division of residue.

Rates and fares—Certain maxima and minima have been fixed within which the Company is permitted to vary rates.

Statistics of working—

TABLE I								TABLE II		REMARKS
Calendar year	Capital outlay to end of each year	Gross earnings	Net earnings	Percentage on capital outlay	Subsidy from Government	Total income	Percentage of total income on capital outlay	Earnings per mile per week	Proportion of expenses to earnings	
	Rs	Rs	Rs		Rs	Rs		Rs		
1884	19,40,276	36,543	1,774	0.09		1,774	0.09	51	95.16	In 1905 the increase in the Capital outlay is due to the inclusion of outlay on the branches under construction and the decrease in net earnings, to heavy outlay on relaying the main line.
1885	21,71,124	2,38,572	40,153	1.85	40,000	80,153	3.69	68	66.40	
1886	22,52,962	3,00,191	53,832	3.72	40,000	1,23,832	5.50	86	78.75	
1887	22,91,619	3,10,274	76,800	3.35	40,000	1,16,800	5.10	92	63.42	
1888	23,40,100	3,31,092	1,02,120	4.36	40,000	1,42,120	6.07	96	57.46	
1889	23,96,624	3,72,70	1,20,135	5.01	40,000	1,60,135	6.69	107	56.93	
1890	20,37,223	7,11,534	1,11,003	5.45	40,000	1,51,003	7.41	90	52.04	
1891	20,49,458	3,85,084	1,33,140	5.62	20,000	1,53,140	7.49	112	53.22	
1892	20,38,575	5,20,67	1,57,780	6.82	40,000	1,97,780	9.61	127	54.17	
1893	20,82,250	4,75,000	1,13,180	6.17	40,000	1,53,180	8.80	124	56.78	
1894	20,89,410	4,59,315	1,75,191	7.16	40,000	2,15,191	10.34	134	52.91	
1895	20,78,241	4,01,504	1,52,913	7.36		1,52,913	7.36	118	62.18	
1896	20,79,863	4,26,905	1,54,825	7.43		1,54,825	7.43	125	63.79	
1897	21,20,498	4,23,720	1,73,184	8.17		1,73,184	8.17	124	59.93	
1898	21,42,552	4,67,308	2,21,899	10.36		2,21,899	10.36	135	52.24	
1899	21,48,313	4,65,623	2,34,020	10.89		2,34,020	10.89	136	49.74	
1900	31,53,125	4,27,572	2,24,048	10.29		2,28,048	10.89	156	43.62	
1901	22,69,423	3,84,314	2,09,896	9.50		2,09,896	9.50	112	4.38	
1902	23,36,911	4,10,236	2,18,317	9.37		2,18,317	9.74	146	46.83	
1903	23,69,790	4,13,147	2,20,405	8.51		2,20,405	8.51	121	46.65	
1904	43,55,575	4,18,787	2,24,403	5.15		2,24,403	5.15	122	46.41	* Calculated on capital outlay on open line
1905	93,34,539	4,10,664	1,54,126	6.30		1,54,126	6.30	123	65.02	

20. (b) Lucknow-Bareilly railway (3' 3½" gauge)—

Details of construction—

The open mileage is 237.01 miles, and is divided into main line (Lucknow to Bareilly), 198.55 miles and branches, 38.49 miles. Sanction to the construction of the main line was recorded in 1881 and it was opened through in 1891.

Permanent-way—The permanent-way consists of 41½-lb and 50-lb steel rails on sal sleepers.

Ballast—The ballast consists of broken bricks, kunkur and shingle.

Fencing—The line is partially fenced.

Curves—There is only one curve with a radius of less than 1,000 feet.

Gradients—The ruling gradient is 1 in 100 except on the Dudhwa branch where it is 1 in 60.

Terms of contracts—

See under Rohilkund and Kumaon railway proper, 20 (a)

APPENDIX 38—*contd**History of railways constructed and in progress.*

[For Index see page 106]

Number Main head 20 ROHILKUND AND KUMAON RAILWAY SYSTEM—*contd.*
Sub heads (a) to (c)20 (b) Lucknow-Bareilly railway (3' 3½' gauge)—*contd*

Statistics of working—

Calendar year	TABLE I							TABLE II					
	Capital outlay to end of each year	Gross earnings	Net earnings	Per cent on capital outlay	Interest	Com- pound share of net earn- ings	Gain or loss to the State	BAREILLY RAILWAY earnings per mile per week	Pro of exp to earnings	LUCKNOW BAREILLY earnings per mile per week	Pro of exp to earnings	LUCKNOW BAREILLY earnings per mile per week	Pro of exp to earnings
	Rs	Rs	Rs		Rs	Rs	Rs	Rs		Rs		Rs	
1883	4,81,915				11,192		-11,192						
1884	1,43,600	10,209	809	0.06	36,722		-36,722	32	91.81				
1885	2,01,557	8,627	17,213	0.65	53,247		-36,004	41	83.7				
1886	12,10,116	1,15,996	28,720	0.69	1,18,570		-1,19,841	32	77.16	45	76.23		
1887	52,21,711	2,02,170	72,011	1.0	1,8,046		-1,17,122	52	71.47	16	7.19		
1888	52,8,870	3,53,327	91,051	1.87	2,03,003		-1,01,172	50	70.71	47	70.81		
1889	71,59,535	4,28,731	1,17,869	2.70	2,16,181		-68,721	59	66.17	59	66.16		
1890	65,33,524	4,56,733	1,32,318	2.02	2,30,693		-93,761	61	66.03	62	72.78		
1891	79,17,846	4,95,068	1,73,011	2.19	2,72,065		-99,014					56	65.05
1892	81,67,804	6,82,836	2,74,601	3.36	3,07,151	11,501	-41,551					67	59.72
1893	83,89,362	7,28,873	2,71,711	3.26	3,20,770	2,100	-1,100					67	62.29
1894	85,93,008	9,72,209	3,48,218	5.12	3,15,923	7,110	+23,580					57	79.25
1895	87,22,466	8,25,914	3,10,116	3.59	3,50,796	15,831	-59,511					74	61.53
1896	89,63,620	8,27,569	3,02,071	3.37	3,18,681	17,415	-60,909					75	63.32
1897	91,02,715	8,27,371	2,77,600	3.04	3,01,700	26,050	-52,700					69	50.42
1898	91,90,176	10,31,888	3,00,100	3.27	3,11,800	61,721	+68,677					91	51.62
1899	91,97,181	11,72,160	6,31,355	6.63	3,61,007	76,612	+1,91,156					111	50.21
1900	99,21,132	12,53,861	6,51,057	6.57	3,73,007	1,17,611	+1,31,219					107	48.72
1901	1,01,83,943	13,72,520	7,58,124	7.44	3,91,596	99,191	+2,67,133					123	44.76
1902	1,10,96,019	14,59,149	7,09,515	6.81	4,13,528	71,606	+2,71,371					112	47.03
1903	1,15,01,911	14,03,206	7,15,009	6.51	4,23,600	52,573	+2,44,901					106	48.65
1904	1,17,13,595	14,91,120	7,07,671	6.81	4,18,308	74,487	+2,91,806					103	46.68
1905	1,17,98,857	1,17,188	5,20,002	6.96	4,50,418	16,811	+3,53,711					105	46.95

20 (c) Powayan Light railway (2' 6" gauge)—

The line is constructed originally by the Powayan Steam Tramway Company and the maintenance and working were taken over by the Rohilkund and Kumaon Railway Company from 17th December 1900

Details of construction—

This line, which connects Shahjampur with Mulmi, is 39.50 miles long. Its construction was first sanctioned in 1889 and it was opened through in 1894

Permanent-way—The permanent way consists of flat footed steel rails, weighing 25 lbs. to the yard, laid on 41 sleepers

Ballast—The line is ballasted with earth

Fencing—The line is unfenced except at stations

Curve—There are no curves with radii of less than 1,000 feet.

Gradients—The ruling gradient is 1 in 100

Terms of contracts—

The Powayan Light railway is worked under the following contracts—

Contract of—1st July 1901 (between the Secretary of State and the Powayan Light Railway Company) for maintenance and working

6th November 1902 (between the Secretary of State and the Rohilkund and Kumaon Railway Company) as to terms of working

The general conditions of the contracts are as follows—

Government aid—Land

Currency of contract—The contract is terminable on the 31st December 1912 or any time thereafter on one year's notice being given by either party

Terms of working—The working agency is to retain 70 per cent of the gross earnings until the line is fully equipped, and thereafter the same percentage is that at which the whole open system is worked, subject to a minimum of 60 per cent. The percentage so retained may include any single item of capital expenditure not exceeding Rs 200, subject to a maximum charge of Rs 20 per mile in each half year

Rates and fares—The same rates and fares as may from time to time be applicable to the Lucknow-Bareilly railway

Statistics of working—

Calendar year	TABLE I				TABLE II	
	Capital outlay to end of each year	Gross earnings	Net earnings	Per cent on capital outlay	Earnings per mile per week	Proportion of expenses to earnings
	Rs	Rs	Rs		Rs	
1901	8,11,005	66,862	20,059	2.70	91	70.00
1902	8,97,456	73,675	22,121	2.42	97	70.24
1903	8,94,619	71,615	28,482	3.18	95	60.34
1904	8,91,751	78,015	30,037	3.46	98	60.94
1905	8,94,751	92,611	36,707	4.10	45	60.37

APPENDIX 38—contd.

History of railways constructed and in progress.

[For Index see page 106]

Number ^{Main head 21}
_{Sub heads (a) to (f)} SOUTH INDIAN RAILWAY SYSTEM—

Lines comprising the system—The South Indian railway system is made up of—

	Open line	Under construction or sanctioned for construction	Total
	Miles	Miles	Miles
(a) South Indian railway (3' 3 $\frac{3}{4}$ " gauge)	1,123 05	20 83	1,143 88
(b) Karaikkal Peralam railway (3' 3 $\frac{3}{4}$ " gauge)	14 65		14 65
(c) Pondicherry railway (3' 3 $\frac{3}{4}$ " gauge)	7 85		7 85
(d) Tanjore District Board railway (3' 3 $\frac{3}{4}$ " gauge)	99 46		99 46
(e) Tinnevely Quilon (Travancore) (British section) (3' 3 $\frac{3}{4}$ " gauge)	50 48		50 48
(f) Tinnevely Quilon (Travancore) (Native state section) (3' 3 $\frac{3}{4}$ " gauge)	57 98		57 98
Total	1,353 47	20 83	1,374 30

21 (a) South Indian railway proper (3' 3 $\frac{3}{4}$ " gauge)—

Details of construction—

The total open mileage of the South Indian railway proper is 1,123 05 miles. This may be divided into (1) *Madras-Tuticorin section*, main line (Madras to Tuticorin), 446 80 miles, branches, 312 97 miles (2) *Villupuram Dharmavaram section*, main line (Villupuram to Dharmavaram), 279 18 miles, Gudur branch, 84 10 miles. First sanction to the construction of (1) was given in 1859 and it was opened through in 1879 (2) was sanctioned in 1888 and opened through in 1892.

In addition to the above there are 11 83 miles under construction and 9 miles sanctioned for construction.

Permanent-way—The rails in use are 50-lb and 52-lb bull-headed steel, 56-lb and 41 $\frac{1}{4}$ -lb flat-footed steel, 40 3-lb flat-footed and 68-lb double headed iron. The sleepers are cast iron pot, steel transverse and wooden.

Ballast—The line is ballasted throughout, partly with broken stone and partly with laterite and gravel interspersed.

Fencing—The line is fenced, with the exception of the Villupuram Dharmavaram and Pakala-Gudur sections and the Pamban branch which are fenced only at stations.

Curves—The sharpest curve is of 500 feet radius.

Gradients—The ruling gradient is 1 in 200, except on the length between Madras Beach and Fort and on the Villupuram-Dharmavaram, Pakala-Gudur, Trichinopoly-Madura, and Kairi-Erode sections where it is 1 in 100.

Terms of contracts—

The railway is worked under the following contracts —

Contract of—24th November 1890 (between the Secretary of State and the South Indian Railway Company) for working

27th June 1901 (between the Secretary of State and the South Indian Railway Company) relating to the Pamban branch

The general conditions of the contracts are as follows —

Terms of contract—The original South Indian Railway Company ceased to exist at the end of 1890, when the railway was purchased by the State. The purchase was effected by means of a cash payment to the Company, and all the contracts then subsisting between the Secretary of State and the Company were determined. The purchase price was £4,197,557. The Secretary of State assumed all liability in connection with the Company's debentures and debenture stock which is irredeemable. The present Company (practically the old one in a modified form) was constituted, with a capital of £1,000,000, as the agency for carrying on the working of the lines after their acquisition by the Government, and for completing a system of State lines which was under construction by the former Company at the date of the termination of its contract. Any further moneys required are provided either by the Secretary of State or raised by the Company under the guarantee. Subject to the provision of the contract, all moneys paid by the Company become the absolute property of the Secretary of State.

* Company's stock at date of purchase	£ 3,208 280
Premium	989,277
	<u>4,197,557</u>

contract. Any further moneys required are provided either by the Secretary of State or raised by the Company under the guarantee. Subject to the provision of the contract, all moneys paid by the Company become the absolute property of the Secretary of State.

Currency of contract—Government may determine the contract on the 31st December 1910 or at the end of any succeeding fifth year, giving 12 months' previous notice. Government may also determine it, by giving six months' notice, should the Company fail to observe its obligations or the line be worked at a loss for not less than three half-years continuously. On the expiration of the contract Government are to take possession of the railway and all its appliances, repaying at par to the Company its capital of £1,000,000 and any further capital raised by it and paid to Government.

Power of Company to surrender contract—Nil

Terms of working—After deducting working expenses (which may include any single item of capital expenditure not exceeding Rs 1,000 classed as a 'Minor Work,' subject to a maximum charge on such account of Rs 15 per mile of line open in each half-year, and a payment of Rs 40 for every mile of line open to traffic to be made half-yearly to Government) the net receipts to be applied in payment to Government of the equivalent in rupees of interest at 3 per cent on £1,000,000, the Company's capital, at 4 $\frac{1}{2}$ per cent on £425,000, the irredeemable debenture stock of the old Company, at 3 $\frac{1}{2}$ per cent on the debenture stock issued and upon the principal moneys owing in respect of advances made for the Pamban branch, and 3 per cent on the net expenditure shown by the capital advance, stores and capital accounts. After deducting the equivalent in rupees of the sums referred to above, the residue, if any, to be divided between Government and the Company in the ratio of the respective capital amounts contributed by each.

Rates and fares—Certain maxima and minima have been fixed within which the Company is permitted to vary rates.

APPENDIX 38—*contd.**History of railways constructed and in progress.*

[For Index see page 108]

Number $\frac{\text{Main head 21}}{\text{Sub heads (a) to (f)}}$ **SOUTH INDIAN RAILWAY SYSTEM—*contd.*****21 (a) South Indian railway proper (3' 3½" gauge)—*contd.***

Statistics of working—

TABLE I (INCLUDING THE TEN FIFTY QUINCE (TATANGORE) RAILWAY (BRITISH AND NATIVE STATE RAILWAYS) UP TO 1901)								TABLE II (INCLUDING THE TATANGORE RAILWAY UP TO 1901)					
Calendar year	Capital outlay to end of each year	Gross earnings	Net earnings	Per cent on capital outlay	Interest	Company's share of net earnings	Gains to & to the State	Calendar year	Part year from 1-1- 1901	Proposed year from 1-1- 1902	Calendar year	Part year from 1-1- 1901	Interest to end of year
	Rs	Rs	Rs		Rs	Rs	Rs		P	P		P	Rs
1879	1,31,96,588	33,62,097	10,63,223	2.40	20,98,874	—	—10,71,053	1879	77	77	1879	145	6,20
1880	1,16,77,075	3,09,793	9,00,017	2.69	21,86,611	—	—11,88,121	1880	61	61	1880	149	1,93
1881	4,32,22,730	97,51,15	1,17,726	2.77	21,80,225	—	—8,92,612	1881	71	71	1881	167	70.31
1882	4,5,69,590	76,54,714	14,62,238	1.60	21,90,471	—	—7,10,437	1882	70	70	1882	181	57.09
1883	4,57,97,611	35,64,665	13,25,134	2.91	21,96,771	—	—8,21,211	1883	71	71	1883	184	60.47
1884	1,67,51,662	41,89,610	15,92,191	2.19	22,10,171	—	—10,17,577	1884	10	10	1884	187	63.01
1885	1,99,71,900	47,60,126	17,81,711	3.00	22,00,147	—	—11,20,111	1885	8	8	1885	189	61.25
1886	5,15,10,172	9,20,176	14,77,914	2.50	22,00,147	—	—11,01,111	1886	50	50	1886	185	55.09
1887	5,06,61,109	11,73,724	17,80,722	2.81	21,90,720	—	—11,01,111	1887	84	84	1887	185	55.17
1888	5,57,91,978	56,58,683	16,11,602	2.62	21,90,007	—	—17,16,000	1888	84	84	1888	185	55.23
1889	6,27,01,658	59,10,975	17,63,111	2.82	22,00,000	—	—17,66,524	1889	84	84	1889	170	57.01
1890	7,17,15,191	64,25,710	20,67,000	3.6	22,10,564	1,10,511	—9,00,000	1890	87	87	1890	187	54.20
1891	7,72,11,805	70,66,700	23,57,400	3.05	22,00,000	—	—12,11,012	1891	120	120	1891	190	57.61
1892	7,82,81,761	77,14,000	27,77,000	3.53	22,10,000	—	—11,71,000	1892	101	101	1892	187	55.17
1893	7,63,41,911	8,90,115	30,11,332	5.13	22,10,000	—	—12,20,000	1893	90	90	1893	185	55.17
1894	7,61,13,372	80,10,000	32,81,000	4.30	22,81,000	10,000	—11,00,000	1894	91	91	1894	189	55.60
1895	7,68,38,601	81,10,000	34,00,000	5.07	22,81,000	2,00,000	—10,00,000	1895	102	102	1895	186	55.25
1896	7,67,00,200	80,10,000	34,00,000	5.05	22,81,000	2,00,000	—10,00,000	1896	102	102	1896	184	55.25
1897	7,61,15,600	80,10,000	34,00,000	5.01	22,81,000	2,00,000	—10,00,000	1897	102	102	1897	184	55.25
1898	7,61,15,600	80,10,000	34,00,000	5.10	22,81,000	2,00,000	—10,00,000	1898	102	102	1898	184	55.25
1899	7,62,00,000	81,10,000	34,00,000	5.25	22,81,000	2,00,000	—10,00,000	1899	102	102	1899	184	55.25
1900	7,67,70,110	80,10,000	34,00,000	5.71	22,81,000	2,00,000	—10,00,000	1900	102	102	1900	184	55.25
1901	8,17,80,018	1,01,10,000	51,10,000	6.07	22,81,000	4,00,000	+12,00,000	1901	112	112	1901	184	55.25
1902	8,11,97,221	1,00,00,000	51,10,000	6.72	22,81,000	4,00,000	+12,00,000	1902	112	112	1902	184	55.25
1903	8,09,72,113	1,27,10,000	73,77,000	8.19	22,81,000	6,00,000	+20,00,000	1903	112	112	1903	184	55.25
1904	10,01,55,606	1,25,18,000	71,10,000	7.11	22,81,000	7,00,000	+15,00,000	1904	112	112	1904	184	55.25
1905	8,62,90,191	1,24,34,000	65,77,000	7.60	22,81,000	6,00,000	+20,00,000	1905	112	112	1905	184	55.25

21 (b) Karaikkal-Peralam railway (3' 3½" gauge)—

The line is partly in British and partly in French territories and was constructed (by the agency of the South Indian Railway Company) with the object of placing the town and port of Karaikkal in communication with the railway system of Southern India.

Details of construction—

The line is 14.65 miles long. Its construction was sanctioned in 1895 and it was opened in 1898.

Permanent-way—The permanent-way consists of 11½-lb flat-footed steel rails laid on wooden and steel transverse sleepers.

Ballast—The line is ballasted with laterite.

Fencing—The line is fenced only at stations.

Curves—There are no curves with a radius of less than 1,000 feet.

Gradients—The ruling gradient is 1 in 200.

Terms of contract—

The railway is worked under the following contract—

Contract of—27th March 1902 (between the Government of the French Settlements in India and the South Indian Railway Company) for working.

The general conditions of the contract are as follows—

Government aid—The land occupied by the portion in British territory has been made over by the British Government free of cost on condition that the proprietary rights remain vested in the British Government.

Currency of contract—The contract is terminable by either party giving twelve months' notice to expire on the 30th June or 31st December in any year.

Terms of working—The line is worked for the same percentage of working expenses to gross earnings as obtains on the undertaking, plus 5 per cent of the gross receipts of the line for the use of the main line rolling-stock and Rs 1,500 per annum for interest on the main line Revenue stores and Stores and Workshop buildings and machinery. If, at any time, the Company can show that the working of the railway involves an actual loss on the percentage term the Government of the French Settlements in India have to make good the loss.

Rates and fares—Same as on the South Indian railway system.

APPENDIX 38—*contd**History of railways constructed and in progress.*

[For Index see page 106]

Number $\frac{\text{Main head 21}}{\text{Sub heads (a) to (f)}}$ SOUTH INDIAN RAILWAY SYSTEM—*contd.*21 (b) Karaikkal-Peralam railway (3' 3½" gauge)—*concl'd*

Statistics of working—

TABLE I					TABLE II	
Calendar year	Capital outlay to end of each year	Gross earnings	Net earnings	Per cent on capital outlay	Earnings per mile per week	Proportion of expenses to earnings
	Rs	Rs	Rs		Rs.	
1895	4,759					
1896	59,000					
1897	5 93,082					
1898	7 21,665	19,733	7,855	1 09	27	60 19
1899	7,25,344	27,685	9,037	1 25	37	67 36
1900	7,29,715	24 608	9,478	1 30	32	61 48
1901	7,23,786	30,450	13,314	1 84	40	56 23
1902	7 23 786	32,796	14 619	2 02	43	55 34
1903	7,23,786	33 933	19 864	2 74	51	48 98
1904	7,23,786	36,945	—29,432		48	179 66
1905	7,23,786	36 922	4,406	0 61	48	88 07

21. (c) Pondicherry railway (3' 3½" gauge)—

The line is in French territory and was constructed (by the Pondicherry Railway Company under the supervision of the South Indian railway) with the object of placing the town and port of Pondicherry in communication with the railway system of Southern India and of developing the resources of the French territory

Details of construction—

The line is 7 85 miles long Its construction was sanctioned in 1878 and it was opened in 1879

Permanent-way—The line is laid with 50-lb bull headed steel rails on cast iron pot sleepers and with 41½-lb flat-footed steel rails on wooden sleepers

Ballast—The line is ballasted with stone

Fencing—The line is fenced

Curves—The sharpest curve is of 495 feet radius

Gradients—The ruling gradient is 1 in 200

Terms of contract—

The railway is worked under the following contract —

Contract of—30th December 1890 (as renewed, between the South Indian Railway Company and the Pondicherry Railway Company) for working the line

The general conditions of the contract are as follows —

Currency of contract—The contract will be terminable by either party on giving 6 months' notice expiring on the 31st December in any year

Terms of working—The line is worked for the same percentage of gross receipts as obtains on the undertaking including the Pondicherry railway

Rates and fares—Same as on the South Indian railway

Statistics of working—

TABLE I					TABLE II	
Calendar year	Capital outlay	Gross earnings	Net earnings	Per cent on capital outlay	Earnings per mile per week	Proportion of expenses to earnings
	Rs	Rs	Rs		Rs	
1879 } to 1889 }	Information not available					
1890	5,68,543					
1891	5,68,543	20,106	20,107	3 54		
1892	5,68,543	15 341	15,341	2 70		
1893	5,68,543	18,014	18,014	3 17		
1894	5,68,543	27,958	18,425	3 24		
1895	5 68 543	50 328	22,711	3 99		
1896	5,68,543	39 681	17 776	3 13		
1897	5 68 543	36,592	17,169	3 02		
1898	5,68,543	31,830	14 894	2 53		
1899	5,68,543	45,305	21,627	3 80		
1900	5,68 543	59,583	23,193	4 08		
1901	5,68,543	60 174	32,336	5 69		
1902	5,68 543	70 478	37,950	6 68		
1903	5,68,543	73,416	44,258	7 78		
1904	5,68,543	60,119	33 662	5 92		
1905	5,68,543	58,414	29,827	5 25	143	48 94

Included with the South proper Indian railway

APPENDIX 38—contd.

History of railways constructed and in progress.

[For Index see page 106]

Number ^{Main head 21} _{Sub heads (a) to (f)} SOUTH INDIAN RAILWAY SYSTEM—contd.

21 (d) Tanjore District Board railway (3' 3½" gauge)—

This railway was constructed by the agency of the South Indian Railway Company, and the money for the railway was raised by the imposition, with the concurrence of the inhabitants or their representatives on the District Board, of a special cess of 3 pies in the rupee on all lands which would be served by the railway or benefited by its construction. It was entirely a new departure, and has opened the way for the provision of railways for which Government are unable to find the money immediately, either by the District Board itself raising the capital when the cess is sufficient for this purpose, or by giving a guarantee to a company.

Details of construction—

The open mileage (Mayavaram to Arantangi) is 99.46 miles. Construction was first sanctioned in 1890 and the line was opened through in 1903.

Permanent way—The line is laid with 41½-lb flat-footed steel and 40.3-lb. flat-footed iron rails on sal, pyinkado, west coast teak and jarrah sleepers.

Ballast—The Mayavaram-Mutupet section is ballasted with laterite and the Mutupet-Arantangi section is being ballasted with laterite over sand.

Fencing—The line is fenced only at stations.

Curves—The sharpest curve is of 1,146 feet radius.

Gradients—The ruling gradient is 1 in 200, except between Adirampatnam and Pattukkottai where it is 1 in 160.

Terms of contract—

The railway is worked under the following contract—

Contract of—22nd July 1897 (between the Secretary of State and the South Indian Railway Company) for working.

The general conditions of the contract are as follows—

Government aid—Land was provided free of cost.

Terms of contract—The funds for the Mayavaram-Mutupet section were in the first instance provided in equal proportions by the Government of Madras from Provincial Revenues and by the Tanjore District Board from its railway guaranteed fund created by a special local cess. On the 1st January 1900 the Tanjore District Board took over the Government section and became sole owners—the purchase money, Rs 12,34,720, being treated as a loan at 4 per cent per annum. The extension of the line is being carried out by the South Indian Railway Company at the cost of the Tanjore District Board.

Currency of contract—Contract to remain in force until either party gives 12 months' notice expiring on the 31st December in any year. The Government of India reserve the right of taking over the whole of the railway at any time, on 12 months' notice, by assuming liability for any debentures which the District Board may have issued and by repayment of any further amounts which it may have spent out of its railway guaranteed fund. Under ordinary circumstances this condition will not be enforced up to 31st December 1920 (Government of India No. 303 R C, dated 5th March 1898).

Terms of working—The line is worked for the same percentage of gross receipts as obtains on the undertaking (which may include any single item of capital expenditure not exceeding Rs 1,000 classed as a "Minor Work," subject to a maximum charge on such account of Rs 15 per mile of line open in each half-year), plus 5 per cent of the gross receipts of the line for use of rolling-stock, and all other charges properly debitable to revenue.

Rates and fares—To be agreed upon from time to time between Government and the Company within the maxima and minima in force on the undertaking.

Statistics of working—

TABLE I							TABLE II	
Calendar year	Capital outlay to end of each year	Gross earnings	Net earnings	Per cent on capital outlay	Interest	Gain or loss to the State	Earnings per mile per week	Proportion of expenses to earnings
	Rs	Rs	Rs		Rs	Rs	Rs	
1890	61,509				1,230	—1,230		
1891	4,82,149				10,873	—10,873		
1892	13,84,423				37,331	—37,331		
1893	21,62,957				70,947	—70,947		
1894	23,79,123	1,63,460	62,942	2.65	1,00,701	—37,759	103	61.50
1895	24,47,438	2,42,021	93,669	3.83	95,700	—2,031	86	61.30
1896	24,49,680	2,47,772	99,361	4.06	97,861	+1,500	88	59.90
1897	24,91,854	2,66,081	1,11,496	4.47	99,159	+12,337	95	58.10
1898	24,94,905	2,46,199	77,627	3.11	99,813	—22,216	88	68.47
1899	24,97,355	2,42,016	96,793	3.88	99,845	—3,047	86	60.01
1900	26,50,776	2,32,280	97,732	3.69	1,02,734	—4,952	83	32.03
1901	32,17,521	2,30,637	1,35,765	4.22	1,35,831	—8,076	103	53.29
1902	38,18,202	3,08,879	1,46,764	3.84	1,63,157	—16,393	103	52.48
1903	45,70,190	3,90,747	2,09,167	4.58	1,97,176	+11,691	106	46.47
1904	46,32,763	5,24,490	2,61,364	5.64	2,25,868	+35,496	101	50.17
1905	47,33,090	5,86,680	2,65,302	5.61	2,21,234	+44,068	113	54.78

APPENDIX 38—*contd**History of railways constructed and in progress*

[For Index see page 106]

Number ^{Main head 21}_{Sub heads (a) to (f)}. SOUTH INDIAN RAILWAY SYSTEM—*contd*

21 (c) Tinnevely-Quilon (Travancore) (British section) (3' 3½" gauge)—

Details of construction—

The line is 50.48 miles long. Its construction was sanctioned in 1899 and it was opened in 1903.

Permanent-way—The line is laid with 50-lb bull-headed steel rails on cast iron pot sleepers.

Ballast—The line is ballasted throughout with broken stone.

Fencing—The line is fenced at stations, and at a few places where it runs close to villages and public roads.

Curves—The sharpest curve is of 1,132.5 feet radius.

Gradients—The ruling gradient is 1 in 100.

Terms of contract—

The Travancore branch is worked under the following contract—

Contract of—27th June 1901 (between the Secretary of State and the South Indian Railway Company) for working.

The general conditions of the contract are as follows—

Government aid—Government guarantee interest on the debentures to be raised by the South Indian Railway Company for the construction of the line.

Curry of contract—The contract will remain in force until the principal contract for working the undertaking shall terminate.

Terms of working—The branch is to be worked for the same percentage of working expenses to gross earnings as obtains on the undertaking, subject to maintenance for the first two years after opening being charged to capital. After meeting interest charges, the residue of net earnings to be divided between the Secretary of State and the Company in the proportions in which the residue of net revenue receipts of the undertaking are divisible under the principal contract. If the net earnings are not sufficient to meet interest charges of any half year, the deficiency attributable to the section of railway within the Native State of Travancore to be borne by the Secretary of State, and that attributable to the section of railway outside the Native State to be borne by the Secretary of State and the Company in the proportions in which the residue of such net revenue receipts would have been divisible between them had there been any such residue.

As between Government and the Native State of Travancore the latter has under-written the guarantee of interest to the extent of the capital required for the construction of the line lying in its State, any excess of net earnings over interest charges attributable thereto being made over to and any deficiency being met by the Native State.

Rates and fares—Same as on the South Indian railway.

Statistics of working—

TABLE I

TABLE II

Calendar year	CAPITAL OUTLAY TO END OF EACH YEAR		GROSS EARNINGS	NET EARNINGS		PER CENT ON CAPITAL OUTLAY		INTEREST CHARGES		GAIN OR LOSS			(INCLUDING THE NATIVE STATE SECTION)	
	British section.	Native State section		British section	Native State section	British section	Native State section	British section	Native State section	British section		Native State section	Earnings per mile per week	Proportion of expenses to earnings
										South Indian Railway Company	State			
Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs	
1902 1903 1904	Included	with the South Indian railway proper	South Indian	railway proper	1 57	1 54	1 49,273	3 89,750	—12,234	—67 695	—2,18,787	81 101 85	44 84 41 18 51 04	
1905	43,10,925	1 17 84 077	4 66,757	68 311	1,60,963							86	48 78	

21 (f) Tinnevely-Quilon (Travancore) Native State section (3' 3½" gauge)—

Details of construction—

The Native State section is 57.98 miles long. Its construction was sanctioned in 1899 and it was opened through in 1904.

Permanent-way—The line is laid with 50-lb bull-headed steel rails on cast iron pot sleepers, except for a length of 23.48 miles, between Ponnalur and Shencottah, where there are wooden sleepers of jarrah, raul and teak.

Ballast—The line is ballasted throughout with broken stone.

Fencing—The line is fenced only at stations and at a few places where it runs close to villages and public roads.

Curves—The sharpest curve is of 477 feet radius.

Gradients—The ruling gradient between Quilon and Ponnalur is 1 in 100 and between Ponnalur and Shencottah 1 in 50.

Terms of contracts—

The line is worked on the same terms as apply to the Tinnevely-Quilon (Travancore) British section.

Statistics of working—

See under British section.

APPENDIX 38—*contd**History of railways constructed and in progress*

[For Index see page 106]

Number ^{Main head 2}
Sub heads (a) to (l) **SOUTHERN MAHRATTA RAILWAY SYSTEM—**

Lines comprising the system—The Southern Mahratta railway system is made up of—

	Open line	Under construc- tion or sanctioned for construction	Total
	Miles.	Miles	Miles.
(a) Southern Mahratta railway (3' 3½" gauge)	1,012 01		1,012 01
(b) Bellary Rayadrug railway (3' 3½" gauge)	33 35		33 35
(c) Birur Shimoga railway (3' 3½" gauge)	37 92		37 92
(d) Guntakal Mysore frontier railway (3' 3½" gauge)	119 50		119 50
(e) Hindupur (Desantpur Mysore frontier) railway (3' 3½" gauge)	51 35		51 35
(f) Hospet Kottur railway (3' 3½" gauge)	43 06		43 06
(g) Kolhapur railway (3' 3½" gauge)	29 27		29 27
(h) Mysore Nanjangud railway (3' 3½" gauge)	15 80		15 80
(i) Mysore section (Southern Mahratta) (3' 3½" gauge)	296 22		296 22
(j) West of India Portuguese railway (3' 3½" gauge)	51 10		51 10
(k) Be nara Masulipatam railway (3' 3½" gauge)		49 50	49 50
(l) Sangli railway (3' 3½" gauge)		4 10	4 00
Total	1,710 61	50 50	1,761 11

Running powers—*Home line over foreign line —*

Tadepalli to Bozwada Madras railway (North East line) for passenger and goods trains

3 00

22 (a) Southern Mahratta railway proper (3' 3½" gauge)—**Details of construction—**

The open mileage of the Southern Mahratta Railway proper is 1,012 01 miles. This may be divided into (1) main line (Portuguese frontier to Tadepalli) 509 97 miles, and (2) branches, 502 07 miles. Construction was first sanctioned in 1879 and the main line was opened through in 1890.

Permanent way—The rails in use are of 11½-lb, 50 lb and 62-lb flat footed steel. The sleepers are teak, jamba and steel trough.

Ballast—The line is ballasted throughout the main line and Poona branch with stone, gravel and sand, the Harihar branch with stone, and the Bijapur branch with stone and gravel.

Fencing—The line is only partially fenced.

Curves—The sharpest curve on the main line is of 603 feet radius. The sharpest curve on the Poona branch is of 600 feet radius.

Gradients—The ruling gradient is 1 in 100, except on the Ghats, between miles 0 and 3 on the main line, where the gradient is 1 in 40.

Terms of contracts—

The Southern Mahratta railway is worked under the following contracts —

Contract of—1st June 1882 —Southern Mahratta Railway Company's principal contract

28th October 1885 —Contract supplemental to that of 1882, for construction and working of the West Decan railway

31st August 1887 —Contract supplemental to those of 1882 and 1885, for construction and working of a line from Raichennur to Harihar and a line from Bellary to Guntakal

27th February 1889 —Contract supplemental to those of 1882, 1885 and 1887, for completion and working of the Bellary-Kistna railway

The general conditions of the contracts are as follows —

Government aid—Interest in sterling on share capital at 3½ per cent is guaranteed and an additional ½ per cent until 31st December 1890.

Terms of contract—The contract provides that the Company raise £5,000,000, and that any further moneys required shall be supplied by the Secretary of State.

Currency of contracts—The contract is current for a period of 50 years. Government may however determine the contract after 25, 35 or 45 years (i.e., on 30th June 1907, 30th June 1917, or 30th June 1927), on one year's previous notice, or on six months' notice given at any time if the Company fails to observe its obligations, or the line is worked at a loss. Upon determination of the contract by efflux of time or by notice Government have to repay to the Company the amount of the par value of the share capital paid to Government.

Power of Company to surrender contracts—The Company may determine the contracts on the 30th June in any year, by giving one year's previous notice.

APPENDIX 38—*contd.**History of railways constructed and in progress*

[For Index see page 106]

Number ^{Form head 22}
Sub head (a) to (b). SOUTHERN MAHRATTA RAILWAY SYSTEM—*contd.*22 (a) Southern Mahratta railway proper (3' 3½" gauge)—*contd.**Terms of contracts—contd.*

Terms of working—Up to the 31st December 1990 after deducting working expenses (which may include any single item of capital expenditure not exceeding Rs 1,000, or if exceeding Rs 1,000 but not exceeding Rs 2,000, classed as a 'Minor work,' subject to a maximum charge on such account of Rs 23,000 in each half-year and a payment of Rs 10 for every mile of line open to traffic to be made half yearly to Government for supervision), the net receipts belonged to Government, unless one-fourth part of the same exceeded the extra guarantee of ½ per cent, in which case the amount of the excess was payable to the Company. After 31st December 1890 three-fourths of the net receipts are paid to Government and one-fourth to the Company.

Rates and fares—To be fixed from time to time by the Company with the approval of Government.

Statistics of working—

TABLE I								TABLE II	
Calendar year	Capital outlay to end of each year	Gross earnings	Net earnings	Percent on capital outlay	Interest	Company's share of net earnings	Gain or loss to the State	Earnings per mile per week	Proportion of expenses to earnings
	Rs	Rs	Rs		Rs	Rs	Rs		
1884	2,77,772	2,17,659	—18,131		1,177,196		—11,97,327	50	108.51
1885	6,14,006	5,66,226	1,40,738	0.38	19,81,310		—18,41,102	63	83.80
1886	6,10,620	10,31,918	4,83,792	0.79	20,47,220		—21,54,823	92	69.83
1887	7,67,710	30,11,117	10,01,124	1.27	31,41,080		—24,60,162	87	66.01
1888	8,18,815	38,07,616	8,87,497	1.01	31,89,500		—23,04,012	83	75.70
1889	9,18,713	10,11,004	9,61,618	1.04	32,41,200	41,700	—23,71,602	88	76.15
1890	9,52,806	41,71,095	9,11,664	0.93	31,09,144	80,036	—22,54,816	80	78.19
1891	9,42,004	47,60,767	10,29,919	1.72	37,80,851	2,58,845	—22,18,777	88	65.76
1892	9,61,10,671	41,31,107	17,47,909	1.40	31,45,511	8,14,266	—21,80,778	82	68.69
1893	9,40,71,062	57,07,918	20,16,067	2.10	37,42,479	5,31,919	—17,60,861	106	59.60
1894	9,11,11,096	58,05,512	20,18,567	2.12	45,87,98	5,75,56	—21,26,57	108	65.44
1895	9,66,00,001	64,68,911	20,85,918	2.71	46,80,200	5,22,407	—26,13,740	119	59.65
1896	9,00,94,755	67,12,930	20,11,009	3.02	44,47,740	7,23,698	—27,57,479	124	56.59
1897	9,67,12,815	64,32,110	17,82,625	2.83	42,62,886	6,97,177	—21,77,994	119	56.96
1898	9,71,00,70	60,11,871	15,62,414	1.4	41,10,275	5,41,277	—31,52,198	93	70.32
1899	9,78,11,699	58,70,116	18,90,000	1.94	40,10,557	3,87,532	—23,00,887	108	67.72
1900	9,82,60,271	61,61,325	24,87,366	2.32	40,02,119	6,81,807	—23,00,560	119	64.69
1901	9,84,61,118	58,00,471	17,31,174	1.75	40,47,851	4,99,728	—28,01,415	107	70.30
1902	9,81,17,31	61,70,56	27,09,008	2.4	40,79,615	7,01,119	—27,72,907	119	64.24
1903	9,86,51,177	66,72,704	25,50,721	2.58	40,44,983	6,01,173	—21,45,793	123	61.77
1904	9,91,07,507	71,18,48	20,97,522	2.72	41,08,900	7,20,960	—21,32,163	135	63.29
1905	10,13,17,322	71,67,700	30,16,473	2.98	41,07,602	6,20,704	—17,41,903	141	60.66

22 (b) Bellary-Rayadrug railway (3' 3½" gauge)—

The construction of the Bellary-Rayadrug railway by the agency of the Southern Mahratta Railway Company has been sanctioned with the object of increasing facilities for distributing food to the population in the Madras Presidency and of lessening the difficulties and troubles incidental to the period of scarcity.

Details of construction—

The line is 33.35 miles long. It was sanctioned in 1902 and opened in 1905.

Permanent way—The permanent way consists chiefly of flat-footed steel rails, weighing between 41½ and 39 lbs per yard, laid on teak, jamba and Australian eucalyptus sleepers.

Ballast—The ballast consists of broken stone, sand and moorum.

Fencing—The line is unfenced.

Curves—The sharpest curve is of 573 feet radius.

Gradients—The ruling gradient is 1 in 60.

Terms of contract—

The line is worked under an agreement (between the Secretary of State and the Southern Mahratta Railway Company) sanctioned under Government of India, Public Works Department (Railways) No 1114 R T, dated the 20th December 1904.

The general conditions of the agreement are as follows—

Government aid—The line is the property of Government.

Currency of agreement—The agreement is terminable at the close of any calendar half-year on twelve months' notice being given by either party.

Terms of working—Actual cost with a lump sum charge of 11½ annas per train mile for locomotive and carriage and wagon expenses and for traffic expenses connected with subordinate superintendence, train staff, lighting and general stores, clothing, printing, stationery and tickets.

Rates and fares—To be fixed from time to time by the Company with the approval of Government.

APPENDIX 38—*contd**History of railways constructed and in progress*

[For Index see page 106]

Number ^{Main head 22} _{Sub heads (a) to (l)} SOUTHERN MAHRATTA RAILWAY SYSTEM—*contd*22 (b) Bellary Rayadrug railway (3' 3½" gauge)—*concl'd*

Statistics of working—

TABLE I							TABLE II	
Calendar year	Capital outlay to end of the year	Gross earnings	Net earnings	Percentage of net earnings on capital outlay	Interest	Gain or loss to the State	Earnings per mile per week	Proportion of expenses to earnings
	Rs	Rs	Rs		Rs	Rs	Rs	
1905	7,70,179	17,040	—2,862		14,102	—16,966	19	116 61

22 (c) Birur-Shimoga railway (3' 3½" gauge)—

Details of construction—

The line is 37 92 miles long. Its construction was sanctioned in 1896 and it was opened in 1899.

Permanent way—The permanent way consists of 41½-lb flat footed steel rails on Mysore oak sleepers. The Bhadra bridge is laid with 50 lb flat-footed steel rails.*Ballast*—The line is ballasted throughout with stone and sand.*Fencing*—The line is unfenced except for a very short length.*Curves*—The sharpest curve is of 1,500 feet radius.*Gradients*—The ruling gradient is 1 in 89.

Terms of contract—

The Hindupur and Birur-Shimoga railways are worked under the following contract—

Contract of—2nd December 1899 (between His Highness the Maharaja of Mysore and the Southern Mahratta Railway Company) for maintenance and working.

The general conditions of the contract are as follows—

Government aid—The lines are the property of the Mysore State.*Currency of contract*—Either party may determine the contract, on giving twelve months' notice, on the 31st December 1904, or on the 1st January or 1st July in any year thereafter. If not determined sooner, the agreement terminates, without prior notice, on the date the Mysore contract of the 31st August 1887 terminates. On the determination of the contract the Mysore Government resume possession of the railway and take over the liabilities incurred by the Company on behalf of the railway, and the working stores belonging to the railway at a valuation.*Terms of working*—The working expenses of the system, excluding expenditure on New Minor Works, are divided between these railways and the others comprising the system in proportion to their gross earnings. The Company retains the share attributable to these lines (which includes any single item of capital expenditure not exceeding Rs 1,000, or if exceeding Rs 1,000 but not exceeding Rs 2,000, classed as a 'Minor Work,' subject to a maximum charge on such account of Rs 20 per mile of line open in each half-year), and pays the residue to the Mysore Durbar.*Rates and fares*—To be fixed from time to time by the Company with the approval of Government.

Statistics of working—

TABLE I					TABLE II	
Calendar year	Capital outlay to end of each year	Gross earnings	Net earnings	Per cent on capital outlay	Earnings per mile per week	Proportion of expenses to earnings
	Rs	Rs	Rs		Rs	
1896	2 90 226					
1897	6 27 263					
1898	15 70 079					
1899	20 85 175	6,166	1 891	0 69	37	69 39
1900	22 91 187	66,227	24,219	1 06	34	63 43
1901	24 01 338	62,058	16,993	0 71	31	72 62
1902	24 07 067	61,006	23 367	0 97	33	63 87
1903	24 07 802	61,520	24 206	1 01	31	60 65
1904	24 06 391	68 224	24 638	1 02	35	63 00
1905	23 98 543	60,672	31,102	1 20	41	61 43

22 (d) Guntakal-Mysore frontier railway (3' 3½" gauge)—

Details of construction—

The line is 119 50 miles long. Its construction was sanctioned in 1889 and it was opened in 1893.

Permanent way—The permanent way consists of 41½-lb. flat-footed steel rails on steel trough sleepers.*Ballast*—The line is ballasted throughout with stone.*Fencing*—The line is partially fenced.*Curves*—The sharpest curve has a radius of 600 feet.*Gradients*—The ruling gradient is 1 in 100.

APPENDIX 38—contd

History of railways constructed and in progress.

[For Index see page 106]

Number ^{Main head 22}
_{Sub heads (a) to (i)} SOUTHERN MAHRATTA RAILWAY SYSTEM—contd

22 (d) Guntakal-Mysore Frontier railway (3' 3½" gauge)—concl'd

Terms of contract—

The Guntakal-Mysore Frontier railway is worked under the following contract —

Contract of—21st August 1898 (between the Secretary of State and the Southern Mahratta Railway Company) for construction and working

The general conditions of the contract are as follows —

Government aid—The line is the property of Government

Currency of contract—The same as in the case of the Southern Mahratta railway

Power of Company to surrender contract—The same as in the case of the Southern Mahratta railway

Terms of working—The working expenses of the entire system of railways worked by the Company (including this railway), exclusive of Government supervision charges of the Southern Mahratta railway and the Mysore section, are divided between this railway and the other railways worked in proportion to their gross receipts. This railway's share of the working expenses is retained from its gross receipts. The residue is paid to Government.

Rates and fares—To be fixed from time to time by the Company with the approval of Government.

Statistics of working—

TABLE I

Calendar year	Capital outlay to end of each year	Gross earnings	Net earnings	Per cent on capital outlay	Interest	Gain or loss to the State	Earnings per mile per week	Proportion of expenses to earnings
	Rs	Rs	Rs		Rs	Rs	Rs	
1893	58,39,606	1,97,374	78,955	1.35	4,67,933	-3,83,978	38	60.00
1894	58,58,114	3,18,911	1,27,674	2.18	2,34,529	-1,06,655	59	65.34
1895	58,71,739	4,39,329	1,81,657	3.09	2,34,639	-52,982	71	58.65
1896	59,00,158	4,60,992	2,10,690	3.57	2,35,666	-24,926	77	56.20
1897	59,02,498	6,38,278	2,75,983	4.68	2,36,000	+39,933	103	56.76
1898	58,98,866	4,25,702	1,32,471	2.25	2,36,026	-1,03,555	69	68.63
1899	58,98,608	3,84,629	1,28,459	2.18	2,35,996	-1,07,537	62	66.62
1900	59,00,016	4,36,116	1,57,537	2.68	2,35,960	-78,123	70	63.81
1901	59,02,533	4,47,313	1,36,659	2.32	2,36,115	-99,456	72	69.45
1902	59,04,714	4,73,972	1,74,420	2.95	2,36,107	-61,787	76	63.22
1903	59,07,192	4,96,481	1,97,075	3.34	2,36,227	-39,152	80	60.41
1904	59,14,170	7,54,878	2,73,879	4.63	2,36,372	+37,597	121	63.69
1905	59,21,993	8,07,874	3,34,829	5.60	2,36,752	+93,077	130	53.55

22 (e) Hindupur (Yesvantpur-Mysore frontier) railway (3' 3½" gauge)—

Details of construction—

The line is 51.35 miles long. Its construction was sanctioned in 1890 and it was opened in 1893.

Permanent-way—The rails on the ghat section are 50-lb flat-footed steel, State railway type, and 41½-lb flat-footed steel on the remainder of the line. The sleepers are Mysore teak throughout.

Ballast—The line is ballasted throughout with stone.

Fencing—The line is fenced throughout.

Curves—The sharpest curve has a radius of 660 feet.

Gradients—The ruling gradient is 1 in 100 with a 1 in 89 gradient on the ghat section.

Terms of contract—See under Birur-Shimoga railway, 22 (c).

Statistics of working—

TABLE I

Calendar year	Capital outlay to end of each year	Gross earnings	Net earnings	Per cent on capital outlay	Earnings per mile per week	Proportion of expenses to earnings
	Rs	Rs	Rs		Rs	
1892	24,11,741					
1893	24,46,186	57,635	22,708	0.93	33	60.60
1894	24,31,999	1,61,704	56,504	2.32	61	65.06
1895	24,19,698	1,92,159	79,886	3.30	72	58.43
1896	23,91,762	2,23,900	99,592	4.16	84	55.50
1897	24,79,210	2,69,527	1,18,355	4.77	101	56.09
1898	24,98,316	1,86,981	56,430	2.26	67	68.66
1899	24,98,162	1,49,263	50,578	2.02	56	66.17
1900	24,98,017	1,84,183	67,135	2.69	70	64.32
1901	24,94,729	1,97,793	66,724	2.43	74	64.30
1902	24,97,811	2,13,486	77,908	3.12	80	63.51
1903	24,97,206	2,42,695	96,159	3.85	91	60.38
1904	24,83,842	3,67,923	1,33,711	5.37	138	63.66
1905	24,83,914	3,73,993	1,54,872	6.22	140	53.29

APPENDIX 38—*contd**History of railways constructed and in progress.*

[For Index see page 106]

Number ^{Main head 22}_{Sub heads (a) to (i)} SOUTHERN MAHRATTA RAILWAY SYSTEM—*contd*

22 (f) Hospet-Kottur railway (3' 3½" gauge)—

The same remarks apply to it as are made against the Bellary-Rayadrug railway, 22 (b).

Details of construction—

The line is 43.06 miles long. Its construction was sanctioned in 1902 and it was opened in 1905.

Permanent-way—The permanent-way consists of 41½-lb flat footed steel rails, on pine, jamba and teak sleepers.*Ballast*—The line is being ballasted with gravel and stone.*Fencing*—The line is unfenced.*Curves*—The sharpest curve is of 575 feet radius.*Gradients*—The ruling gradient is 1 in 60.

Terms of contract—

The same as apply to the Bellary-Rayadrug railway, 22 (b).

Statistics of working—

TABLE I							TABLE II	
Calendar year	Capital outlay to end of the year	Gross earnings	Net earnings	Percentage on capital outlay	Interest	Gain or loss to the State	Earnings per mile per week	Proportion of expense to earnings
1905	Rs 13,81,630	Rs 29,230	Rs -6,975		Rs 48,212	Rs -55,217	17	123.86

22 (g) Kolhapur railway (3' 3½" gauge)—

Details of construction—

The line is 29.27 miles long. Its construction was sanctioned in 1888 and it was opened in 1891.

Permanent-way—The permanent-way consists of 41½-lb flat-footed steel rails on steel trough sleepers.*Ballast*—The line is ballasted throughout with gravel and sand.*Fencing*—The line is unfenced except for a very short length.*Curves*—There are no curves with a radius of less than 1,000 feet.*Gradients*—The ruling gradient is 1 in 100.

Terms of contract—

The Kolhapur railway is worked under the following contract—

Contract of—17th July 1891 (between the Kolhapur Durbar and the Southern Mahratta Railway Company) for maintenance and working.

The general conditions of the contract are as follows—

Government aid—The line is the property of the Kolhapur State.*Currency of contract*—The contract may be terminated, upon six months' notice, by either party.

Terms of working—The working expenses of the system, excluding Government supervision charges and New Minor Works, are divided between this railway and the others comprising the system in proportion to their gross earnings. The Company retains the share attributable to these lines (which includes any single item of capital expenditure not exceeding Rs. 1,000, or if exceeding Rs. 1,000 but not exceeding Rs. 2,000, classed as a 'Minor Work,' subject to a maximum charge on such account of Rs. 20 per mile of line open in each half-year), and pays the residue to the Kolhapur Durbar.

Rates and fares—The same as in force on the Southern Mahratta railway.

Statistics of working—

TABLE I					TABLE II	
Calendar year	Capital outlay to end of each year	Gross earnings	Net earnings	Per cent on capital outlay	Earnings per mile per week	Proportion of expenses to earnings
	Rs	Rs	Rs		Rs	
1889	13,59,602					
1890	21,37,699					
1891	23,16,183	58,381	20,866	0.90	60	64.26
1892	23,81,946	90,393	29,182	1.23	55	67.72
1893	23,21,667	1,83,193	49,991	2.15	78	57.67
1894	23,05,817	1,23,348	43,432	1.89	82	64.64
1895	23,69,206	1,21,147	51,006	2.15	80	57.90
1896	23,05,912	1,21,655	54,305	2.55	80	55.36
1897	23,21,837	94,630	41,931	1.80	63	55.34
1898	23,24,807	78,271	24,201	1.04	52	69.03
1899	23,24,807	99,195	33,956	1.46	66	65.74
1900	23,24,807	1,24,215	44,875	1.93	82	68.87
1901	23,24,807	1,14,114	35,750	1.54	75	68.67
1902	23,25,587	1,23,918	46,407	2.00	81	62.55
1903	23,26,188	1,21,957	48,053	2.07	80	60.60
1904	23,26,251	1,41,676	58,228	2.29	93	62.43
1905	23,26,251	1,70,404	69,432	2.98	112	59.25

APPENDIX 38—*contd.**History of railways constructed and in progress.*

[For Index see page 106]

Number ^{Main head '2}
_{Sub heads (a) to (i)} SOUTHERN MAHRATTA RAILWAY SYSTEM—*contd.*

22 (7) Mysore-Nanjangud railway (3' 3½" gauge)—

Details of construction—

The line is 15.80 miles long It was opened in 1891

Permanent-way—The permanent-way consists of 41½-lb flat-footed steel rails, mostly on Mysore teak with a mixture of jamba sleepers*Ballast*—The line is ballasted throughout with stone and sand*Fencing*—The line is partially fenced*Curves*—The sharpest curve has a radius of 700 feet*Gradients*—The ruling gradient is 1 in 100

Terms of contract—

The Mysore-Nanjangud railway is worked under the following contract —

Contract of—11th December 1899 (between His Highness the Maharaja of Mysore and the Southern Mahratta Railway Company) for working.

The general conditions of the contract are as follows —

Government aid—The line is the property of the Mysore State*Currency of contract*—The contract is terminable on the 1st January or 1st July in any year, on six months' notice by either party. If not terminated sooner, this agreement terminates on the date on which the Mysore contract of the 31st August 1887 terminates. On determination, the Company makes over to the Mysore Government the railway and works and pays to that Government all moneys on account of the railway, the Government indemnifying the Company against all debts and liabilities incurred on account of the railway then subsisting. The working stores, if mutually agreed upon, to be taken over by the Mysore Government at a valuation.*Terms of working*—After deduction of expenditure on new minor works, which is debited to each railway direct, from the total working expenses of the Company's railway system, the balance is divided between this railway and the other railways comprised in the Company's system in the proportion which the gross receipts of this railway bear to the gross receipts of such other railways, and the sum so ascertained, together with any single item of capital expenditure not exceeding Rs 1,000, or if exceeding Rs 1,000, but not exceeding Rs 2,000, classed as a 'Minor Work' subject to a maximum charge on such account of Rs 20 per mile of line open in each half year, representing the working expenses of this railway, is retained by the Company, and the residue paid to the Mysore Government.*Rates and fares*—To be fixed by the Company with the approval of Government

Statistics of working—

TABLE I					TABLE II	
Calendar year	Capital outlay to end of each year	Gross earnings	Net earnings	Per cent. on capital outlay	Earnings per mile per week	Proportion of expenses to earnings
	Rs	Rs	P		Rs	
1872	592,414	16,478	6,163	1.03	21	62.60
1873	6,18,551	23,812	14,601	2.26	43	58.59
1874	6,00,915	37,418	12,866	2.13	47	65.65
1875	6,19,212	39,160	16,432	2.69	49	57.98
1876	6,00,681	19,322	17,121	2.81	50	56.45
1877	6,74,761	31,497	14,265	2.25	42	57.41
1878	6,47,421	31,433	10,124	1.57	40	67.85
1879	6,10,001	16,810	5,671	0.88	21	66.26
1880	6,53,741	30,860	11,337	1.74	38	63.20
1881	6,56,462	25,302	7,867	1.20	35	72.22
1882	6,56,462	29,840	10,938	1.67	36	63.48
1883	6,56,462	31,923	12,687	1.93	39	60.26
1884	6,56,462	38,843	14,404	2.19	47	62.95
1885	6,56,462	44,174	18,015	2.74	54	59.22

22 (1) Mysore Section (Southern Mahratta) (3' 3½" gauge)—

Details of construction—

The line, which connects Mysore with Harihar, is 296.22 miles long. First sanction to its construction was given in 1877 and it was opened through in 1889.

Permanent-way—The permanent way consists of 11½ lb flat footed steel rails, with the exception of about 25 miles which are laid with iron rails. The rails are laid on Mysore teak sleepers with a small proportion of jamba and steel trough sleepers.*Ballast*—The line is ballasted throughout with stone and sand*Fencing*—The line is only partially fenced*Curves*—The sharpest curve has a radius of 600 feet*Gradients*—The ruling gradient is 1 in 100 between Harihar and Bangalore, and 1 in 70 between Bangalore and Mysore.

Terms of contract—

The Mysore section is worked under the following contract —

Contract of—31st August 1887 (between the Secretary of State and the Southern Mahratta Railway Company) for construction, maintenance and working.

APPENDIX 38—contd.

History of railways constructed and in progress.

[For Index see page 106]

Number ^{Main head 22} Sub heads (a) to (l) SOUTHERN MAHRATTA RAILWAY SYSTEM—contd.

22 (i) Mysore Section (Southern Mahratta) (5' 3½" gauge)—concl'd

Terms of contract—concl'd

The general conditions of the contract are as follows —

Government aid—Guarantee of interest in sterling at 4 per cent on £1,200,000 debenture stock

Terms of contract—To meet the cost of constructing the Gubbli-Hauhar extension, the Company raised £1,224,000, by the issue of debenture stock for the nominal amount of £1,200,000. The stock is redeemable on or after the 1st March 1936. The contract provides that the Company may raise £1,224,000, and that any further moneys required be supplied by the Secretary of State. All moneys whatsoever received by or on behalf of the Company in respect of the undertaking are the absolute property of the Secretary of State during the continuance of this contract.

Currency of contract—Government may determine the contract at any time, on six months' notice, should the Company fail to observe its obligations, or the line be worked at a loss. It is also provided that should the Company's contract for the Southern Mahratta railway system be determined, then this contract will also be determined. On the termination of the contract, the Secretary of State if so required by the Company, takes over all liabilities in respect of the debenture stock issued by the latter (which is not redeemable until the 1st March 1936).

Power of Company to surrender contract—Nil

Terms of working—After deducting working expenses, (which may include any single item of capital expenditure not exceeding Rs 1,000, or if exceeding Rs 1,000 but not exceeding Rs 2,000, classed as a 'Minor Work,' subject to a maximum charge on such account of Rs 20 per mile of line open in each half-year), the net receipts are divided in proportion of three-fourths to Government and one-fourth to the Company.

Rates and fares—To be fixed from time to time by the Company with the approval of Government

Statistics of working—

TABLE I								TABLE II	
Calendar year	Capital outlay to end of each year	Gross earnings	Net earnings	Per cent. on capital outlay	Interest	Company's share of net earnings	Gain or loss to the State	Earnings per mile per week	Proportion of expenses to earnings
	Rs	Rs	Rs		Rs	Rs	Rs	Rs	
1879	7,98,213				23,960		-23,960		
1880	21,37,736				68,908		-68,908		
1881	36,56,345	1,31,525	53,753	1 47	98,912		-45,159	51	59 13
1882	45,95,058	2,58,390	1,03,495	2 25	1,68,939		-65,194	68	64 11
1883	57,09,057	3,02,890	99,675	1 73	2,19,361		-1,19,676	67	67 09
1884	62,64,620	3,61,448	1,65,479	2 64	2,41,052		-75,573	67	54 22
1885	64,89,346	4,33,904	2,07,784	3 20	2,51,730		-49,916	60	52 12
1886	71,95,111	4,69,274	1,05,385	1 48	5,57,104		-4,51,719	65	59 04
1887	91,36,178	5,13,781	1,11,193	1 55	6,70,804		-5,29,616	71	71 60
1888	1,25,76,692	5,70,677	52,295	0 42	6,94,210		-6,41,915	79	76 28
1889	1,21,4,093	8,94,273	2,22,034	1 54	7,07,500	47,964	-5,89,536	72	75 23
1890	1,17,11,610	11,86,318	2,61,700	0 03	6,48,783	52,831	-4,39,864	77	77 94
1891	1,50,76,285	13,21,525	4,43,717	2 94	6,54,850	96,004	-3,07,137	86	66 50
1892	1,46,36,205	13,99,463	4,47,906	3 06	7,29,624	1,01,305	-3,83,023	89	67 92
1893	1,46,49,117	16,83,203	6,74,705	4 61	7,70,439	1,64,670	-2,60,104	100	59 92
1894	1,47,60,293	14,45,412	4,76,156	3 23	8,38,525	1,43,566	-5,05,959	94	66 99
1895	1,49,22,452	15,78,231	6,30,769	4 23	8,70,947	1,23,096	-3,65,274	103	59 72
1896	8,51,08,257	15,84,981	6,76,873	4 43	8,21,588	1,71,768	-3,16,483	103	57 29
1897	1,51,99,757	18,80,019	7,95,147	5 23	7,75,708	1,80,992	-1,61,553	122	57 54
1898	1,55,07,319	13,92,851	4,14,421	2 67	7,38,461	1,66,986	-4,92,026	90	70 32
1899	1,56,75,416	10,60,469	3,99,033	2 10	7,21,117	7,561	-4,68,915	69	68 97
1900	1,58,70,510	13,76,391	4,71,001	2 97	7,18,200	1,11,070	-3,58,069	89	65 77
1901	1,60,14,879	14,93,240	4,07,791	2 55	7,22,224	1,07,697	-4,22,150	93	71 55
1902	1,60,76,009	15,97,046	5,58,082	3 47	7,21,062	1,16,979	-2,79,959	104	65 00
1903	1,62,44,903	15,35,270	5,82,298	3 59	7,20,000	1,46,806	-2,84,598	100	62 07
1904	1,62,59,794	15,85,321	5,63,667	3 47	7,20,000	1,52,391	-3,08,724	103	64 44
1905	1,64,75,981	17,90,501	6,98,051	4 24	7,20,000	1,37,682	-1,59,631	116	61 02

22 (j) West of India Portuguese railway (5' 3½" gauge)—

The line was constructed with the object of connecting the British and Portuguese territories and of affording the Southern Mahratta country a harbour on the West Coast. The Southern Mahratta railway took over the working of the line as from the 1st July 1902.

Details of construction—

The line runs from the Portuguese frontier to Mormugao, and is 51 10 miles long. Its construction was sanctioned in 1881 and it was opened through in 1888.

Permanent-way—The permanent-way throughout consists of 62-lb flat-footed steel rails on creosoted pine, sal, teak and jamba sleepers.

Ballast—The line is ballasted throughout with laterite and blue stone.

Fencing—The line is partially fenced.

Curves—The sharpest curve is of 720 feet radius.

Gradients—The ruling gradient is 1 in 100 with a 1 in 40 on the Ghat section.

APPENDIX 38—contd

History of railways constructed and in progress.

[For Index see page 108]

Number Main head 22
Sub heads (a) to (t) **SOUTHERN MAHRATTA RAILWAY SYSTEM—contd**

22 (j) West of India Portuguese railway (3' 3½" gauge)—concl'd**Terms of contracts—**

The West of India Portuguese railway is worked under the following contracts —

*Contracts of—*18th April 1881, modified by the contract of 19th December 1892 (between the Portuguese Government and the West of India Portuguese Railway Company) for the construction of a harbour at the Port of Mormugao and a railway from Mormugao to the Portuguese Frontier

21st August 1902, between the Southern Mahratta Railway Company and the West of India Portuguese Railway Company for the maintenance and working of the railway from Mormugao to the Portuguese Frontier, and the harbour at the Port of Mormugao

The general conditions of the contracts are as follows —

*Government (Portuguese) aid—*5 per cent per annum is guaranteed to the West of India Portuguese Railway Company on £900,000 and 6 per cent on £550,000

*Currency of contracts—*The contract of 1881 is current for a period of 99 years from date of opening, when the line and all its appurtenances become the property of the Portuguese Government by payment to the Company of the value of rolling-stock, moveable machinery, stores, etc. The Portuguese Government may, however, determine the contract, at any time, on six months' previous notice, by payment in sterling of the actual outlay of the Company on the railway, telegraph and other works, with 10 per cent added thereto, together with the then value of rolling-stock, machinery, station appliances and stores. The contract of 1902, between the Southern Mahratta and the West of India Portuguese Railway Companies, which took effect from the 1st July 1902, is to continue in force for five years, subject to amendment or determination after two years on six months' notice by either party

*Power of Company to surrender contract—*By the contract of 1881 as modified by that of 1892 the West of India Portuguese Railway Company may at any time surrender the contract by giving six months' notice if the Portuguese Government fail to pay in full the interest guaranteed on its capital. On surrender of the contract the Portuguese Government are to pay to the Company in sterling an amount equal to the total capital expended on the railway, telegraph, etc., and in addition 10 per cent of such expenditure, and also purchase the rolling-stock, machinery, etc., at a valuation

*Terms of working by Southern Mahratta Railway Company—*The West of India Portuguese and the Southern Mahratta railways are worked as one concern, and the expenses of the system, (exclusive of expenditure on 'New Minor Works' and of interest payable by the Southern Mahratta railway on the capital cost of telegraph lines), are divided in proportion to their gross earnings, the net earnings to be applied—in payment of a contribution sanctioned by the Portuguese Government towards a reserve fund, in payment of the guaranteed dividends on the capital of the Company, and in payment of the residue to the Portuguese Government and the Company in equal proportions

The contract of 1902 provides that a separate account be kept of the revenue transactions at the Port of Mormugao, and the amount to be charged for working to be the actual expenses of working and maintenance, plus 10 per cent thereon for supervision by the Southern Mahratta railway, subject to the provision that the relation of the aggregate expenses of working—including supervision—to the total receipts shall not exceed, without the sanction of the West of India Portuguese Railway Company, the mean of the figures which represent the relation of such expenditure to receipts during the years 1895, 1896 and 1899, should any such excess occur it is to be annulled or reduced as much as possible by a corresponding diminution in the charge for supervision

*Rates and fares—*Subject to the maxima prescribed in the contract between the Portuguese Government and the West of India Portuguese railway and to the maxima and minima prescribed in the contracts between the Secretary of State and the Southern Mahratta railway, the rates both for through and local working shall be fixed from time to time by the Southern Mahratta railway and shall be applicable to the whole system

The shipping and port charges to conform with those in force under the Bombay Port Trust, and not to exceed those charges without the mutual consent of the British and Portuguese Governments

Statistics of working—

TABLE I					TABLE II	
Calendar year	Capital outlay (including outlay on Harbour works) to end of each year	Gross earnings	Net earnings	Per cent on capital outlay	Earnings per mile per week	Proportion of expenses to earnings
	Rs	Rs	Rs		Rs	
1890	1,63,14,170	4,75,437	67,001	0 41	136	71 24
1891	1,63,22,139	5,44,014	1,21,583	0 74	147	86 01
1892	1,63 00,991	3,74,681	11,107	0 07	109	106 01
1893	1,62,74,816	5,86,705	1,65,063	1 01	168	78 13
1894	1,63,12,813	5,48,678	1,19,332	0 73	157	84 47
1895	1,63,31,960	5,83,077	1,12,136	0 69	166	10 75
1896	1,63 80,444	2,97,176	—78,893		90	137 34
1897	1,63,40,168	1,79,722	—1,60,785		55	189 46
1898	1,62,97,448	2, 0,870	—1,10,145		65	173 60
1899	1,62 91,432	5,72,475	1,61,665	1 01	157	83 45
1900	1,63,29,262	5,33,596	—66,845		96	170 04
1901	1,63,42,023	3 68,120	—48,589		205	111 20
1902	1,63,03,793	3,54,657	51,387	0 37	133	85 51
1903	1,63,04,793	3,96,235	1,51,112	1 10	149	61 86
1904	1,63 08,793	4 59,786	1,8 414	1 33	184	62 55
1905	1,63,30,263*	4,44,519	1,77,953	1 69	167	59 97

* Approximate

APPENDIX 38—*contd.**History of railways constructed and in progress.*

[For Index see page 106]

Number ^{Main head 23}
_{Sub heads (a) to (d)} SOUTHERN MAHRATTA RAILWAY SYSTEM—*conold*

22 (A) Bezwada-Masulipatam (3' 3½" gauge)—

This railway will be 49.50 miles long. It was sanctioned in 1905 and is under construction.

22 (B) Sangli (3' 3½" gauge)—

This railway (Mira Junction to Sangli town) will be 4.00 miles long. Its construction from funds supplied by the Sangli Durbar was sanctioned in 1905.

Number ^{Main head 23}
_{Sub head (a)} UDAIPUR-CHITOR RAILWAY (3' 3½" gauge)—

Running powers—

Home line over Foreign line —

Rajputana-Malwa railway, Beraach to Chitor

Miles

1.42

The line is owned by the Udaipur State. It was worked by the Bombay, Baroda and Central India railway as a temporary measure up to the 31st December 1897, since which date it has been worked by the Udaipur State.

Details of construction—

This line is 67.30 miles long. Its construction was sanctioned in 1894 and it was opened through in 1899.

Permanent way—The permanent-way consists of 41½ lb flat-footed steel rails laid on deodar sleepers.*Ballast*—The ballast consists of broken stone.*Fencing*—The line is fenced round stations only.*Curves*—On the Beraach-Debari section the sharpest curve is of 1,146 feet radius, and on the extension from Debari to the Ahi river near Udaipur, at the 61st mile, the sharpest curve has a radius of 820 feet.*Gradients*—The ruling gradient is 1 in 120, except on the section Debari to Udaipur where it is 1 in 100.

Terms of contract—

The line is owned and worked by the Udaipur State.

Statistics of working—

TABLE I					TABLE II	
Calendar year	Capital outlay to end of each year	Gross earnings	Net earnings	Per cent. on capital outlay	Earnings per mile per week	Proportion of expenses to earnings
	Rs	Rs	Rs		Rs	
1893	7,000					
1894	2,70,472					
1895	18,39,850	54,702	18,778	1.40	42	65.67
1896	15,63,721	1,35,219	53,750	3.44	43	60.25
1897	15,99,040	1,23,175	42,881	2.68	39	65.19
1898	17,89,252	1,49,822	61,364	3.43	46	57.33
1899	19,89,912	2,10,540	1,01,829	5.27	62	50.21
1900	19,80,010	3,17,928	1,85,703	9.38	91	41.59
1901	20,61,838	2,22,175	94,112	4.56	63	57.64
1902	20,65,630	2,17,988	97,131	4.70	63	55.82
1903	20,66,171	1,77,817	66,446	3.21	51	63.63
1904	20,66,093	1,51,293	53,175	2.57	43	64.66
1905	20,67,464	2,07,927	1,03,552	5.00	119	50.19

Number ^{Main head 24}
_{Sub head (a)} BARASET-BASIRHAT LIGHT RAILWAY (2' 6" gauge)—

Details of construction—

The line is 26.06 miles long. Its construction was sanctioned in 1903 and it was opened in 1905.

Permanent way—The permanent-way consists of 30 lb flat-footed steel rails on pyinkado, sal and Australian jarrah wood sleepers.*Ballast*—The line is ballasted with broken brick.*Fencing*—The line is unfenced.*Curves*—The sharpest curve has a radius of 400 feet.*Gradients*—The ruling gradient is 1 in 250.

Terms of contract—

The line is worked on the terms contained in the Bengal Government Notification No 86 R, dated the 15th May 1903, under the following agreement—

Agreement—of 14th December 1897 (between the District Board of the 24-Parganas and the Baraset-Basirhat Light Railway Company)

The general conditions are as follows—

Aid by District Board—The District Board guarantees such an annual subsidy as will make the net profits equivalent to Rs 1,500 per annum per mile of line declared open, subject to a maximum of Rs 38,000, and allows the free use of the District road not exceeding 8 feet on one side. (The Company to acquire at its own expense land necessary for stations and diversions.)*Currency of agreement*—Upon the expiration of twenty-one years from the date of the order authorising the construction, by giving six months' notice, or at intervals of seven years thereafter, the District Board can exercise the right of purchase on payment of twenty times the average yearly net earnings of the four years preceding, together with a bonus of twenty per cent. thereon.

APPENDIX 38—*contd.**History of railways constructed and in progress.*

[For Index see page 106]

Number ^{Main head 24} _{Sub head (a)} **BARASET-BASIRHAT LIGHT RAILWAY (2' 6" gauge)—*concl'd.***

Terms of contract—*concl'd*

Terms of working—Any surplus profits in excess of 4 per cent on share capital *plus* not more than 4 per cent on debenture capital are equally divided between the District Board and the Company

Rates and fares—Certain maxima have been fixed within which the Company may vary its rates.

Statistics of working—

Calendar year	TABLE I							TABLE II	
	Capital outlay to end of the year	Gross earnings	Net earnings	Per cent on capital outlay	Subsidy from District Board	Total income	Percentage of total income on capital outlay	Earnings per mile per week	Proportion of expenses to earnings.
	Rs	Rs	Rs		Rs	Rs	Rs	Rs	
1905	9,06,310	1,11,202	55,675	6 07	—5,394	50,281	5 55	90	49 93

Number ^{Main head 25} _{Sub head (a)} **BARSİ LIGHT RAILWAY (2' 6" gauge)—**

Details of construction—

The mileage of the open line is 27 93 miles Its construction was sanctioned in 1895 and it was opened in 1897. There are, in addition, 51 03 miles under construction

Permanent way—The permanent way consists of 35 lb flat-footed steel rails on steel sleepers.

Ballast—The hoe is ballasted with stone and moorum

Fencing—The line is unfenced, except for a short distance on either side of level crossings and at bridges. The Barsi Road Junction and Barsi Town stations are also fenced.

Curves—The sharpest curve has a radius of 450 feet

Gradients—The ruling gradient is 1 in 100 There are, however, two steeper gradients, one of 1 in 89 and the other of 1 in 90

Terms of contracts—

The Barsi Light railway is worked under the following contracts —

Contracts of—1st August 1895 (between the Secretary of State and the Barsi Light Railway Company) for construction, maintenance and working the line from Barsi Road Junction to Barsi town

26th August 1902 (between the Secretary of State and the Barsi Light Railway Company) for construction and working of the extensions

4th December 1905, supplemental to that of 26th August 1902

And Despatch from Secretary of State, No 51 Railway, dated the 8th July 1904, regarding the grant of extension of the term at the end of which the option of purchase may be exercised.

The general conditions are as follows —

Government aid—The Company is allowed the use of part of the road between Barsi Town and Barsi Road Junction stations Land is provided free for the extensions

Currency of contract—Government may determine the contracts on the 1st January 1944, or at the expiration of any subsequent period of 10 years, by giving 12 months' notice If the contract is so determined, Government are to pay the Company in England in sterling an amount equal to the total paid-up capital, so far as such capital was expended with the authority of the Secretary of State

Power of Company to surrender contracts—Nil

Terms of working—The line is worked by the owning company

Rates and fares—Certain maxima have been fixed within which the Company is permitted to vary its rates

Statistics of working—

Calendar year	TABLE I				TABLE II	
	Capital outlay to end of each year	Gross earnings	Net earnings	Per cent on capital outlay	Earnings per mile per week.	Proportion of expenses to earnings.
	Rs	Rs	Rs		Rs	
1895	2,357					
1896	10,06,657					
1897	13,43,891	1,07,778	21,560	1 60	115	80 00
1898	13,12,592	1,30,321	21,559	1 83	116	81 15
1899	13,56,809	1,56,118	61,475	4 75	139	58 63
1899	13,56,801	1,21,110	42,140	3 13	111	65 90
1900						
1901	12,90,589	1,68,233	79,588	6 13	150	52 69
1902	13,18,212	1,50,275	52,879	4 02	134	64 81
1903	12,59,175	1,30,694	53,423	4 24	116	59 13
1904	13,18,293	1,66,934	64,952	4 93	149	61 09
1905	23,18,907	2,19,478	1,34,618	4 96	195	36 39

APPENDIX 38—contd

History of railways constructed and in progress.

[For Index see page 108]

Number ^{Main head 26}_{Sub head (a)} **BUKHTIARPORE-BEHAR LIGHT RAILWAY (2' 6" gauge)—**

The line, which has been laid as far as possible on the District road, is 18.50 miles long. Its construction was sanctioned in 1901 and it was opened in 1903.

Details of construction—

Permanent-way—The permanent-way consists of 30-lb flat-footed steel rails laid on pyramidal sleepers.

Ballast—The ballast consists of broken stone, except in the first few miles where a portion of the packing has been done with broken brick.

Fencing—The line is unfenced.

Curves—The sharpest curve has a radius of 260 feet.

Gradients—The grades are easy, except at bridge approaches and up through the village of Chero where the grade is 1 in 100.

Terms of contract—

The railway has been constructed and is worked on the terms contained in Bengal Government Notification No. 100 R, dated the 25th June 1901, under the following agreement—

Agreement of—21st August 1899 (between the District Board of Patna and the Bukhtiarpore-Bihar Light Railway Company).

The general conditions are as follows—

Government aid—In addition to land, which has been provided free of charge except for station sites and diversions from the district road, the District Board supplements the net earnings, subject to a maximum limit of Rs. 32,000 per annum, to allow of the Company paying a dividend of 4 per cent per annum on the Company's share capital of Rs. 8,00,000.

Currency of agreement—In the event of the District Board exercising the right of purchase under section 41 of the Bengal Act, III of 1883, viz., upon the expiration of twenty-one years from the date of the order of the Local Government, authorising the construction of the line, by giving six months' notice, or at intervals of 7 years thereafter, the value to be calculated at 20 years' purchase of the average net profits to the Company during the four years preceding the transaction, together with a bonus of 20 per cent thereon.

Terms of working—Any surplus profits in excess of 4 per cent on share capital, plus not more than 4 per cent on debenture capital, are equally divided between the District Board and the Company.

Rates and fares—Certain maxima have been fixed within which the Company is permitted to vary rates.

Statistics of working—

TABLE I					TABLE II	
Calendar year	Capital outlay to end of each year	Gross earnings	Net earnings	Per cent on capital outlay	Earnings per mile per week	Proportion of expenses to earnings
	Rs	Rs	Rs		Rs	
1903	7,47,838	35,800	15,120	2.16	74	57.77
1904	8,10,059	1,13,530	65,963	8.14	181	41.90
1905	8,11,338	88,661	35,440	4.37	92	60.03

Number ^{Main head 27}_{Sub head (a)} **CUTCH STATE RAILWAY (2' 6" gauge)—****Details of construction—**

The mileage of the open line (Tuna to Anjar) is 11.86 miles. Its construction was sanctioned in 1903 and it was opened in 1905.

There are, in addition, 25.38 miles (Anjar to Bhuj) under construction.

Permanent-way—The permanent way consists of 30 lb flat-footed steel rails on half round jungle teak sleepers.

Ballast—The line is ballasted with stone.

Fencing—The line is unfenced.

Curves—The sharpest curve is of 359 feet radius.

Gradients—The ruling gradient is 1 in 200.

Terms of contract—

The line is owned and worked by the Cutch State.

Statistics of working—

TABLE I					TABLE II	
Calendar year	Capital outlay to end of the year	Gross earnings	Net earnings	Per cent on capital outlay	Earnings per mile per week	Proportion of expenses to earnings
	Rs	Rs	Rs		Rs	
1905	4,25,731	22,367	15,864	3.72	59	29.07

APPENDIX 38—*contd**History of railways constructed and in progress*

[For Index see page 106]

Number ^{Main head 28}_{Sub head (a)} **DHOLPUR-BAKI RAILWAY (2' 6" gauge)—**

Details of construction—

This line, from Dholpur on the Indian Midland railway to Bani, was sanctioned in 1905 for construction by and at the cost of the Dholpur State. It will be 19.25 miles long

Number ^{Main head 29}_{Sub-head (a)} **DWARA THERRIA LIGHT RAILWAY (2' 6" gauge)—**

Details of construction—

The line is 19.50 miles long. Its construction was sanctioned in 1902

The work of construction on the Dwara-Maolong section, which was started by Mr G. L. Garth, the promoter, has been suspended on account of his death in June 1904. It will be proceeded with shortly. The work on the Maolong Therria Ghat section has not yet been authorized

Terms of contract—

The Dwara-Therria Light railway on completion is to be worked under—

Terms—Contained in the Notification issued by the Chief Commissioner of Assam under letter No. 44, dated the 14th August 1902

The general conditions are as follows —

Government aid—Guarantee of interest at 4 per cent per annum for 10 years on a debenture loan of 4 lakhs of rupees, required to complete the Dwara-Maolong section. Land to be provided free of cost

Currency of contract—The Secretary of State may, after the Dwara-Maolong section has been opened for twenty-one years and thereafter at intervals of ten years, terminate the contract and take over the railway with all its equipments, buildings and property, upon giving two years' previous notice, on paying twenty-five times the average yearly net earnings of the last three years with a minimum of 100 per cent of the cost price of the light railway

Rates and fares—Certain maxima have been fixed. Full control over charges of all kinds for the use of the railway is reserved by the Local Government

Number ^{Main head 30}_{Sub head (a)} **KALKA-SIMLA RAILWAY (2' 6" gauge)—**

The railway was constructed and is being worked by the Delhi-Umballa-Kalka Railway Company

Details of construction—

The line is 59.44 miles long. Its construction was sanctioned in 1898 and it was opened in 1903

Permanent-way—The permanent-way consists of 41½-lb flat-footed steel rails on wooden sleepers

Ballast—The line is ballasted with stone

Fencing—The line is fenced only along the Kalka camping ground and through the skirts of the town of Kalka.

Curves—Most of the curves are compound, the limiting radius being 120 feet

Gradients—The ruling gradient is 1 in 33

Terms of contracts—

The railway is worked under the following contracts —

Contracts of—29th June 1898 —(Between the Secretary of State and the Delhi-Umballa-Kalka Railway Company) for construction and working

15th November 1901 —Contract supplemental to that of 1898 (embodying terms for change of gauge).

20th January 1903 —Contract supplemental to that of 1898 (embodying terms for the advance of fund for the completion of the line)

The conditions of the contracts are as follows —

Government aid—Land provided free

Terms of contracts—The line was constructed without a guarantee at the cost of the Delhi-Umballa-Kalka Railway Company, for which purpose the Company is authorised to raise further share capital, in addition to the capital already issued for the existing undertaking, to such an amount as may be mutually agreed upon. The amount agreed upon so far is £600,000. As the actual cost has, however, exceeded this amount Government have arranged, owing to sufficient funds not being forthcoming in England, to lend the Company the requisite moneys at 4 per cent interest

Currency of contract—Government may determine the contract, on giving twelve months' notice, either on the expiration of twenty-five years from the date on which the railway has been opened for traffic throughout or on the 31st December 1928 or on the expiration of any subsequent period of ten years. Government may also determine the contract, on giving notice, if the Company fails to comply with certain obligations of the contracts. In the former case Government will pay a sum equal to twenty five times the amount of the average yearly net earnings during the five years immediately preceding the time of termination, but not exceeding by more than 50 per cent or not being less than the total capital in sterling expended. In the latter case Government will pay the fair value of the railway and works

Power of Company to surrender contract—Nil

Terms of working—From the gross earnings will be deducted all charges properly debitable to revenue as working expenses (including any single item of capital expenditure not exceeding Rs. 1,000 classed as a "Minor Work," subject to a maximum charge on such account of Rs. 15 per mile of line open in each half-year), and the balance, after payment of interest on moneys loaned from Government, will represent net earnings for shareholders

Rates and fares—Certain maxima and minima have been fixed, and, subject to certain special conditions regarding charges for tunnels, the Company may vary such rates within the maxima and minima.

APPENDIX 38—*contd.**History of railways constructed and in progress.*

[For Index see page 106]

Number ^{Main head 30}
Sub-head (a) **KALKA-SIMLA RAILWAY (2' 6" gauge)—*concl'd***

Statistics of working—

TABLE I					TABLE II	
Calendar year	Capital outlay to end of each year	Gross earnings	Net earnings	Per cent. on capital outlay	Earnings per mile per week	Proportion of expenses to earnings
1899	Rs 5,53,228	Rs.	Rs.		Rs.	
1900	17,18,465					
1901	31,86,903					
1902	32,81,656					
1903	1,41,2884	32,053	7,022	0.04	7	78.00
1904	1,68,25,512	5,90,107	2,08,240	1.21	191	64.75
1905	1,76,11,611	7,52,163	4,00,117	2.25	213	46.73

Number ^{Main head 31}
Sub-head (a) **SHAHDARA (DELHI) SAHARANPUR LIGHT RAILWAY (2' 6" gauge)—**

Details of construction—

The line will be 125 miles long, *viz.*, (1) main line (Shahdara to Saharanpur) 95 miles, and (2) branch (Baraut to Meerut) 30 miles

Its construction and working by Messrs Martin and Company of Calcutta was authorized by an order contained in the Notification of the Government of the United Provinces of Agra and Oudh, No ²²₁₈₇ R, dated the 18th April 1904, and a company, styled the Shahdara (Delhi)-Saharanpur Light Railway Company, was registered on the 25th November 1905 for the purpose of constructing the line which has been commenced

Terms of contract—

The line will be worked under the following agreement —

Agreement of—11th October 1905 (between the Government of the United Provinces of Agra and Oudh and Messrs Martin and Company)

The general conditions are as follows —

Government aid—Free grant of land for a single 5' 6" gauge line and for all conveniences and works

Currency of agreement—The Secretary of State will have the right to terminate the contract 21 years after the date of opening or 23 years after the date of the Government letter sanctioning the construction of the tramway, whichever is earlier, at 25 years' purchase of the annual profits to the Company for the preceding 3 years, subject to a minimum of the capital expended and a maximum of 25 per cent in excess of that sum. This option, if not exercised at the time mentioned, may be exercised at the end of successive periods of 7 years counting from that date. In the event of its being determined to construct a railway on a different gauge in place of the tramway and if the Government and the Company fail to agree that the alteration shall be made by the Company, then the Government will have the right to require the tramway at any time on 12 months' notice at 25 per cent in excess of the Company's capital expenditure

Terms of working—Whenever the net profits of the tramway shall be in excess of 4 per cent upon the paid up capital of the Company, such surplus profits shall, after setting aside such reasonable sum as the Directors of the Company may deem proper to carry forward, be equally divided between the Government and the Company

Rates and fares—Certain maxima have been fixed

Number ^{Main head 32}
Sub-head (a) **TARAKESHWAR-MAGRA LIGHT RAILWAY (2' 6" gauge)—**

Details of construction—

The line is 33.27 miles long, *viz.* —from Magra to Tarakeshwar (31.12 miles) and from Magra to Tribeni (2.15 miles). Its construction was sanctioned in 1891 and the two sections were opened in 1895 and 1901, respectively

Permanent-way—The permanent-way consists of 30-lb flat footed steel rails laid for 10 miles on steel transverse sleepers and for the remainder of the main line on pinkado sleepers. The Tribeni extension is laid on sal sleepers

Ballast—Sand and broken brick

Fencing—The line is partially fenced

Curves—The sharpest curve is of 716.25 feet radius

Gradients—The ruling gradient on the main line is 1 in 1,000, there are short gradients of 1 in 500 to 1 in 700 at bridge approaches, from the bridge under the East Indian railway to Magraganj station, the line is on a gradient of 1 in 350. The ruling gradient on the Tribeni extension is 1 in 500

Terms of contract—

The Tarakeshwar-Magra Light Railway is maintained and worked on the terms contained in Bengal Government Notification No 1, dated the 4th January 1896, under the following agreements —

Agreement of—16th October 1890 (between the District Board of Hooghly and the Bengal Provincial Railway Company)

12th March 1904 (between the Secretary of State for India and the Company).

APPENDIX 38—*contd.**History of railways constructed and in progress.*

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Number Main head 32 Sub head (a) **TARAKESHWAR-MAGRA LIGHT RAILWAY (2' 6" gauge)—*conold***

Terms of contract—*conold*

The general conditions are as follows —

Government aid —Free grant of land for the Tribeni extension

Currency of Agreement —In the event of the District Board wishing to purchase the railway at the end of 21 years under the provisions of section 41 of the Bengal Tramways Act, 1883 (Bengal Code), the promoters bind themselves to make it over at a price two-fifths in excess of the original capital outlay

Terms of working —The line is worked by the owning company

Rates and fares —Certain maxima have been fixed within which the Company is permitted to vary its rates

Statistics of working—

TABLE I					TABLE II	
Calendar year	Capital outlay to end of each year	Gross earnings	Net earnings	Per cent on capital outlay	Earnings per mile per week	Proportion of expenses to earnings
	Rs	Rs	Rs		Rs	
1898	9,44,627	74,074	21,002	2.22	46	71.65
1899	9,62,446	66,168	12,192	1.27	41	81.58
1900	9,61,811	76,594	20,961	2.18	47	72.63
1901	9,72,175	83,150	19,890	2.01	51	70.23
1902	9,76,164	84,272	24,842	2.54	52	70.52
1903	10,15,987	85,546	25,350	2.50	53	70.37
1904	10,41,975	89,785	27,564	2.63	52	69.28
1905	10,46,664	86,838	21,679	2.07	50	74.81

Number Main head 33 Sub head (a) **TEZPORE-BALIPARA LIGHT RAILWAY (2' 6" gauge)—**

On the 31d May 1898, the Indian Railways Act, IX of 1890, except section 135, was applied to the line

Details of construction—

The line is 20.10 miles long. Its construction was sanctioned in 1894 and it was opened in 1895

Permanent-way —The permanent-way consists of 30-lb flat-footed steel rails on minor sleepers

Ballast —The line is unballasted

Fencing —The line is fenced only at stations

Curves —In the first mile there are two curves with radii of 500 feet

Gradients —The ruling gradient between Tezapore and Rangapara is 1 in 125 and between Rangapara and Balipara 1 in 100

Terms of contract—

The Tezapore-Balipara Light railway is maintained and worked under—

Terms—contained in the Notification issued by the Chief Commissioner of Assam under letter No. 33, dated the 1st June 1895

The general conditions are as follows —

Government aid —Free use of Government land and a subsidy to the extent of Rs. 5,000, up to the end of March 1909, from the Local Board at Tezapore

Currency of contract —The Secretary of State may, after the railway has been opened for fifteen years and thereafter at intervals of seven years, terminate the contract and take over the railway with all its equipments, buildings and property, upon giving 12 months' previous notice and on paying the Company the value of the property as a dividend earning investment together with an additional bonus of 20 per cent over and above such value

Terms of working —The line is worked by the owning company

Rates and fares —Certain rates and fares have been fixed

Statistics of working—

Statistics of working

TABLE I							TABLE II.		
Calendar year	Capital outlay to end of each year	Gross earnings	Net earnings	Per cent on capital outlay	Subsidy from District Board	Total income	Per cent of total income on capital outlay	Earnings per mile per week	Proportion of expenses to earnings
	Rs	Rs	Rs		Rs	Rs		Rs	
1898	4,56,927	85,745	20,157	4.41	5,000	25,157	5.51	82	76.49
1899	4,74,177	95,157	26,156	5.52	5,000	31,156	6.57	91	72.51
1900	4,87,240	95,981	25,797	5.29	5,000	30,797	6.32	92	73.12
1901	4,87,240	83,840	16,898	3.47	5,000	21,898	4.49	80	79.84
1902	4,87,240	85,012	21,651	4.43	5,000	26,651	5.47	81	74.53
1903	4,87,240	94,742	27,739	5.67	5,000	32,739	6.71	91	70.72
1904	4,87,240	88,463	17,291	3.54	5,000	22,291	4.57	85	80.43
1905	4,87,240	1,03,380	27,082	5.55	5,000	32,082	6.58	89	73.80

APPENDIX 38—*contd.**History of railways constructed and in progress*

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Number Main head 34
Sub head (a) **THATON-DUYINZAIK LIGHT RAILWAY (2' 6" gauge)—**

Details of construction—

The line is 7 7/16 miles long. Its construction was sanctioned in 1883 and it was opened in 1885.

Permanent way—The permanent-way consists of 20-lb flat-footed steel rails on Dick Kerr's patent iron and pyinkado sleepers.

Ballast—The line is ballasted throughout with sand, stone and laterite.

Fencing—The line is unfenced.

Curves—The sharpest curve has a radius of 207 feet.

Gradients—The ruling gradient is 1 in 80.

Terms of contracts—

The Thaton-Duyinzai Light railway is worked under the following —

Contract of—10th January 1884 (between the Secretary of State and the late Mr G E L Dawson of Rangoon) for construction and working.

Agreement of—6th June 1896 for working the railway and a steam launch service between Moulmein and Duyinzai.

The general conditions are as follows —

Government aid—Land has been provided at a pepper-corn rent, and the proprietors receive Rs 350 per mensem for the carriage of mails between Moulmein and Thaton, *via* Duyinzai, including both steamer and railway journeys.

Currency of contract—The contract is in force for a period of 99 years. After the railway has been open for 30 years, and thereafter at intervals of 10 years, the Secretary of State can terminate the contract and take over the railway upon giving 12 months' notice, and paying the value of the permanent-way, buildings and rolling-stock, together with a bonus of 25 per cent on the value. Government may also determine the contract if the railway is not worked for six consecutive calendar months, or if the proprietors fail to carry out the agreement.

Terms of working—The railway is now worked and maintained by the Irrawaddy Flotilla Company, who bought the concern on the 1st December 1900.

Rates and fares—Certain maxima have been fixed within which the proprietors are permitted to vary the rates.

Statistics of working—Information not available.

Number Main head 3
Sub head (a) **DARJEELING-HIMALAYAN RAILWAY (2' 0" gauge)—**

Details of construction—

The line, which is laid for a great part of its length along the cart road, is 51 miles long. Its construction was sanctioned in 1879 and it was opened through in 1881.

Permanent-way—The line in the plain section is laid with 41½-lb flat-footed steel rails on wooden sleepers. The hill section was laid with 41½-lb flat footed steel rails, which are being renewed with a special section steel rail, 11½ lb to a yard.

Ballast—For 9 miles from Siliguri the line has been ballasted with gravel or broken stone, except near Siliguri where sand has been used. On the hill section, where necessary, broken stone ballast has been and is being put in.

Fencing—The line is unfenced.

Curves—The sharpest curve has a radius of 60 feet.

Gradients—The ruling gradient of the greater part of the line is about 1 in 25, from Sukhinia to Ghum (summit) and thence to Darjeeling there is a length of about three fourths of a mile on grades of 1 in 22½ to 1 in 23.

Terms of contract—

The railway is worked under the following contract —

Contract of—8th April 1879 (between the Secretary of State and the late Mr Franklin Prestage) for construction, maintenance and working.

The general conditions of the contract are as follows —

Government aid—Government undertake to pay the Company such sum as will make up its gross receipts to two lakhs of rupees annually. Government land and the use of the existing cart road granted free of cost.

Currency of contract—If at any period the railway should not be worked for six consecutive months, the Company is to surrender the road and land required from Government, receiving any sums due to it for permanent improvements to the road or works connected therewith. After the railway has been opened for 25 years (reckoning from the 4th May 1884) and thereafter at intervals of 10 years, Government have the power, by giving 12 months' previous notice, to terminate the contract and take over the line on payment to the Company of its value as a dividend earning investment, with an additional bonus of 20 per cent over and above such value.

Power of Company to surrender contract.—Nil.

Terms of working—After the first five years, and subject to subsequent modifications of clause 16, half the net profits of any year in excess of 5 per cent on the paid up capital to be applied in repayment to Government of the amount expended on the maintenance of the cart road during the same year or in making good a deficiency in gross receipts. Government are under obligation to uphold and maintain this road at their own expense, subject to their right to be repaid the charges incurred in any year out of one moiety of the surplus profits earned in that year.

Rates and fares.—Certain maxima have been fixed within which the Company is permitted to vary rates.

APPENDIX 38—contd.

History of railways constructed and in progress.

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Number ^{Main head 35} _{Sub head (a)} **DARJEELING-HIMALAYAN RAILWAY (2' 0" gauge)—contd**

Statistics of working—

TABLE I								TABLE II	
Calendar year	Capital outlay to end of each year	Gross earnings	Net earnings	Per cent of net earnings on capital outlay	Subsidy from Local Government	Total income	Per cent of total income on capital outlay	Earnings per mile per week.	Proportion of expenses to earnings
	Rs	Rs	Rs		Rs	Rs		Rs	
1880	12,32,691	45,463	34,197	2 77		34,197	2 77	82	29 46
1881	18,18,723	2,61,154	1,15,522	6 35		1,15,522	6 35	103	55 76
1882	23,56,112	3,66,174	1,21,983	3 72		1,21,983	3 72	141	66 72
1883	26,50,799	4,21,944	1,55,725	5 87		1,55,725	5 87	162	63 11
1884	27,23,240	4,35,021	1,46,765	5 39		1,46,765	5 39	167	66 26
1885	27,27,623	4,31,103	1,63,350	5 90		1,63,350	5 90	163	62 11
1886	27,32,136	4,50,476	2,41,559	8 86		2,41,559	8 86	168	51 23
1887	27,43,214	4,77,151	2,10,623	7 63		2,10,623	7 63	160	55 86
1888	27,71,926	6,14,693	2,53,327	10 22		2,53,327	10 22	233	55 92
1889	29,40,423	5,74,294	2,29,117	7 80		2,29,117	7 80	217	60 10
1890	29,52,108	5,76,436	2,32,894	7 89		2,32,894	7 89	217	59 60
1891	30,59,693	6,13,387	2,58,253	8 44		2,58,253	8 44	231	7 61
1892	31,09,079	6,37,778	2,66,647	8 57		2,66,647	8 57	210	57 46
1893	31,72,424	6,31,181	2,63,903	8 50	—1,55,418	1,28,485	4 02	239	55 41
1894	31,77,536	6,36,294	2,56,286	8 10	—29,756	2,26,530	7 13	230	59 27
1895	31,99,765	7,39,618	3,53,933	11 25	—61,740	2,98,193	9 32	279	50 92
1896	33,12,732	7,81,594	3,63,607	10 25	—62,087	2,97,580	8 98	294	53 98
1897	33,15,455	7,44,266	3,33,188	10 05	—55,929	2,77,259	8 36	251	55 28
1898	33,65,993	7,54,580	3,41,109	10 18	—59,432	2,81,677	8 37	255	54 79
1899	33,03,469	7,14,985	2,49,770	7 12	—31,933	2,14,837	6 12	270	65 07
1900	34,99,487	8,09,158	3,61,810	10 31	—64,268	2,97,572	8 50	305	55 28
1901	34,78,411	7,87,941	3,19,861	9 02	—49,971	2,69,890	7 58	297	60 17
1902	34,96,597	8,50,280	3,75,005	10 18	—67,704	3,10,301	8 88	321	54 66
1903	36,19,058	9,61,672	4,16,752	11 51	—79,226	3,37,526	8 79	363	56 65
1904	37,38,436	10,15,187	4,75,227	12 71	—97,360	3,78,027	10 11	394	53 46
1905	37,51,562	9,72,644	4,00,514	10 91	—77,671	3,31,893	8 47	367	57 70

Number ^{Main head 36} _{Sub head (a)} **HOWRAH-AMTA LIGHT RAILWAY (2' 0" gauge)—**

Details of construction—

There are 37 19 miles of open line, *viz*, main line (Telkul Ghat to Amta), 27 19 miles, and branch (Bargachia to Autpur), 10 miles. Of this two miles, from Howrah to Kadamtala, are worked over by the Howrah Sheekhala railway. In addition to the above there are 12 50 miles under construction. The construction of the main line was sanctioned in 1895 and it was opened in 1898.

Permanent-way.—The permanent-way consists of flat footed steel rails, 25 lbs to the yard on cross sleepers of pyinkado.

Ballast—The line is ballasted throughout.

Fencing—The line is unfenced.

Curves—The sharpest curve, sanctioned specially for the town of Howrah, has a radius of 144 feet.

Gradients—The line is practically level throughout.

Terms of contracts—

The Howrah-Amta Light railway is worked on the terms contained in the Bengal Government Notifications No 111, dated the 26th March 1895, and No 75-R, dated the 7th April 1902, under the following agreements—

Agreements of—12th June 1889 (between the District Board of Howrah and the Bengal District Road Tramways Company)

3rd May 1897 (between the District Board of Howrah and the Bengal District Road Tramways Company, Howrah Amta)

16th August 1901 (between the District Board of Howrah and the Howrah-Amta Light Railway Company)

The general conditions are as follows—

Aid by the District Board—As subsidy for payment of interest, the District Board has guaranteed a sum sufficient to make the net earnings equivalent to Rs 1,100 per annum per mile constructed and opened, limited to a maximum annual payment of Rs 28,000. The free use of the district road, not exceeding 6 feet and on one side only, has been granted to the Company for the purpose of laying the line, a clear width of 14 feet being left for vehicular traffic.

Currency of agreement—The District Board has the power of determining the agreements after 21 years. In the event of the District Board exercising, in conjunction with the District Board of Hooghly and the Municipality of Howrah, the right of purchase conferred upon them by section 41 of Act 3 of 1893 (Bengal Code), the value to be placed upon the railway is to be calculated by adding to the value of the whole undertaking, with all its equipments, as a dividend earning investment, a bonus of 20 per cent over and above such value.

Terms of working—Whenever the net earnings of the Company in respect of the railway are in excess of 4 per cent upon the capital for the time being of the Company, surplus profits are divided between the Company and the District Board in equal proportions.

Rates and fares.—Certain maxima have been fixed within which the Company is permitted to vary its rates.

APPENDIX 38—*contd.**History of railways constructed and in progress*

[For Index see page 106]

Number ^{Main head 36} _{Sub head (a)} HOWRAH-AMTA LIGHT RAILWAY (2' 0" gauge)—*concl.*

Statistics of working—

TABLE I								TABLE II	
Calendar year	Capital outlay to end of each year	Gross earnings.	Net earnings	Per cent of net earnings on capital outlay	Subsidy from District Board	Total income	Per cent of total income on capital outlay	Earnings per mile per week	Proportion of expenses to earnings
	Rs	Rs	Rs		Rs	Rs		Rs	
1898	11,34,713	1,89,519	78,916	7.02	—15,062	63,848	5.68	152	58.36
1899	11,41,907	2,50,763	1,12,794	9.85	—27,835	84,959	7.44	163	54.02
1900	11,88,253	2,50,418	1,21,104	10.16	—70,744	92,860	7.81	172	51.40
1901	11,96,697	2,60,590	1,14,082	9.53	—26,146	87,936	7.35	175	46.21
1902	12,68,532	2,63,497	1,33,120	10.49	—29,703	13,417	8.15	178	49.84
1903	12,68,859	2,77,451	1,37,833	10.69	—31,681	10,900	8.22	186	50.38
1904	15,91,921	2,07,062	1,51,948	9.74	—35,416	1,19,82	7.51	170	47.89
1905	16,07,464	3,28,722	1,77,164	11.04	—38,862	1,38,602	8.62	170	46.41

Number ^{Main head 37} _{Sub head (a)} HOWRAH-SHEAKHALA LIGHT RAILWAY (2' 0" gauge)—

Details of construction—

The line is 19.75 miles long, *viz*, main line (Kadamtala to Sheekhala), 17.38 miles, and Chanditala-Jamun branch 2.37 miles. The construction of the main line was sanctioned in 1895 and it was opened in 1897.

Permanent-way—The permanent-way consists of flat-footed steel rails, 25 lbs to the yard, laid on cross sleepers of pyinkado.

Ballast—The line is ballasted throughout.

Fencing—The line is unfenced.

Curves—The sharpest curve is of 144 feet radius at Howrah town.

Gradients—The line is practically level throughout.

Terms of contracts—

The Howrah-Sheekhala Light railway is worked on the terms contained in the Bengal Government Notification No 112, dated the 26th March 1895, under the following agreements—

Agreements of—12th June 1889 (between the District Board of Howrah and the Bengal District Road Tramway Company)

16th July 1889 (between the District Board of Hooghly and the Bengal District Road Tramway Company)

The general conditions are as follows—

Aid by the District Board—The District Board of Hooghly have guaranteed to make up the net earnings to Rs 950 per mile constructed and opened per annum. The free use of the district road, not exceeding 6 feet and on one side only has been granted to the Company for the purpose of laying the line, provided that there shall nowhere be a less width of metalled road clear of the inner rail of the line than 16 feet.

Currency of agreement—The agreement is current for a period of 21 years. In the event of the District Board exercising, in conjunction with the Municipality of Howrah, the right of purchase conferred upon them by section 4 of Act III of 1883 (Bengal Code), the price to be placed upon the tramway is to be calculated by adding to the value of the whole tramway with all its equipment as then constituted, a bonus of 15 per cent over and above such value.

Terms of working—Whenever the net earnings of the Company are in excess of 4 per cent upon the capital of the Company actually paid up and expended for the time being, surplus profits are divided between the Company and the District Board of Hooghly in the proportion of two-thirds to the Company and one-third to the District Board.

Rates and fares—Certain maxima have been fixed within which the Company is permitted to vary rates.

Statistics of working—

TABLE I								TABLE II	
Calendar year	Capital outlay to end of each year	Gross earnings	Net earnings	Per cent of net earnings on capital outlay	Subsidy from District Board	Total income	Per cent of total income on capital outlay	Earnings per mile per week	Proportion of expenses to earnings
	Rs	Rs	Rs		Rs	Rs		Rs	
1898	6,00,393	76,166	16,768	2.75	4,967	21,035	3.45	70	72.12
1899	6,00,434	73,396	21,453	3.52	—250	21,203	3.48	65	70.77
1900	6,00,446	76,019	26,824	4.40	—999	25,525	4.24	74	64.71
1901	6,00,446	75,779	23,165	3.80	1,103	24,273	3.98	77	70.52
1902	6,00,565	82,019	31,739	5.29	—550	31,189	5.12	80	61.38
1903	6,14,715	87,049	34,950	5.68	—668	34,282	5.57	85	59.85
1904	6,14,715	86,261	39,055	6.35	—2,747	36,303	5.91	84	54.72
1905	6,13,608	83,266	38,128	6.21	—2,419	35,709	5.82	86	56.80

APPENDIX 38—concl'd

History of railways constructed and in progress

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Number ^{Main head 38}
_{Sub head (a)} JORHAT (STATE) RAILWAY (2' 0" gauge)—

The line was constructed out of Provincial revenues by the Government of Assam for the convenience of the numerous tea gardens in the neighbourhood of Jorhat

Details of construction—

The line is 30.25 miles long, *viz*, main line (Borhoh to Titabar), 23.25 miles, and Mariani branch, 7 miles. Construction of the line was sanctioned in 1883 and the main line section was opened in 1887 and the branch in 1885.

Permanent-way—Excepting 2.51 miles of the line between Jorhat and Gosaigaon, which is laid with steel rails 80-lb to the yard, the whole line, including the section from Gosaigaon to Borhoh, is laid with steel rails, 18-lb to the yard.

Ballast—The line is unballasted.

Fencing—Of the railway land acquired for stations and buildings that at Jorhat only is demarcated by fencing.

Curves—The sharpest curve is of 480 feet radius.

Gradients—Four miles on a gradient of 1 in 800.

Terms of contracts—

The line is owned and worked by the State.

Statistics of working—

TABLE I							TABLE II	
Calendar year	Capital outlay to end of each year	Gross earnings	Net earnings	Per cent on capital outlay	Interest	Gain or loss to the State	Earnings per mile per week	Proportion of expenses to earnings
	Rs	Rs	Rs		Rs	Rs	Rs	
1884	4,38,333	1,161	—483		17,533	—18,016	40	141.60
1885	5,14,611	31,878	—7,455		19,395	—26,870	25	123.14
1886	5,84,603	38,271	—13,687		22,026	—35,913	28	136.28
1887	6,79,372	49,199	—13,772		26,668	—40,370	32	127.99
1888	7,10,376	55,477	75		27,807	—27,732	38	90.86
1889	7,31,649	59,665	—3,543		29,057	—32,600	42	105.94
1890	7,42,351	61,967	6,162	0.85	29,443	—23,286	44	90.06
1891	7,51,421	64,533	1,483	0.20	30,026	—28,543	47	97.70
1892	7,54,791	64,049	11,789	1.56	30,107	—18,318	48	82.16
1893	7,99,680	69,810	14,436	1.81	32,013	—17,577	52	79.82
1894	8,18,184	71,973	11,201	1.97	32,587	—21,386	52	84.43
1895	8,28,409	84,696	18,720	2.26	32,919	—14,199	61	77.81
1896	8,65,300	89,996	13,745	1.59	33,592	—19,847	65	84.73
1897	9,02,416	96,186	14,124	1.57	36,102	—11,978	69	85.83
1898	9,09,445	95,953	20,135	2.21	36,179	—16,044	70	79.03
1899	9,31,626	96,488	—5,946		37,228	—43,174	72	106.16
1900	9,08,643	86,694	—15,664		36,341	—52,005	69	118.05
1901	9,01,038	83,184	—4,169		36,218	—40,417	56	105.01
1902	8,95,693	86,641	—3,655		36,237	—39,892	57	104.92
1903	9,03,343	90,710	13,594	1.51	36,408	—22,814	59	85.01
1904	9,03,781	74,293	—3,840		36,260	—40,100	47	105.17
1905	9,03,441	78,600	2,458	0.27	36,450	—34,022	50	96.87

APPENDIX 39.

Statement showing the total working expenses on the principal railways in India during the year 1905 divided in proportion between coaching and goods, under gross receipts, total train-mileage and gross ton-mileage

5' 6" GAUGE LINES

Number	RAILWAY	Total working expenses	GROSS RECEIPTS		TRAIN MILES.		TON MILES INCLUDING DEAD WEIGHT	
			APPENDIX 18		APPENDIX 18		APPENDIX 18	
			Item No 21	Item No 89	Item No 22	Item No 90	Item No 73	Item No 109
	1905		Coaching	Goods	Coaching	Goods	Coaching	Goods
		(In lakhs)	(In lakhs)	(In lakhs)	(In thousands)	(In thousands)	(In millions)	(In millions)
1 (a)	Bengal Nagpur .. .	106 24	74 27	154 57	2,143 96	3,410 11	534 96	1,475 92
	Proportion .. .		1	2 08	1	1 59	1	2 76
2 (a) to (f)	Bombay, Baroda and Central India	97 49	74 63	139 61	2,212 45	1,251 32	554 02	782 31
	Proportion .. .		1	1 87	1 77	1	1	1 41
3 (a)	Eastern Bengal State	64 44	42 01	69 53	1,503 34	1,079 93	367 47	534 23
	Proportion .. .		1	1 66	1 39	1	1	1 37
4 (a) to (d)	East Indian .. .	282 15	239 28	526 94	6,083 86	9,256 78	2,077 03	5,637 35
	Proportion .. .		1	2 20	1	1 32	1	2 74
5 (a) to (f)	Great Indian Peninsula	304 00	176 27	445 98	7,122 99	8,015 64	1,733 66	3,356 83
	Proportion .. .		1	2 53	1	1 13	1	1 94
6 (a) to (c)	Madras .. .	122 39	74 48	128 43	2,133 19	3,041 19	530 78	1,218 63
	Proportion .. .		1	1 72	1	1 43	1	2 30
8 (a) & (b)	Nizam's Guaranteed State	15 72	10 65	33 28	235 64	637 80	87 32	273 50
	Proportion .. .		1	3 07	1	2 41	1	3 13
9 (a) to (f)	North Western State	350 42	199 93	429 80	7,925 04	9,466 59	1,789 38	4,253 26
	Proportion .. .		1	2 15	1	1 19	1	2 38
10 (a) & (b)	Oudh and Rohilkhand State	92 21	72 62	73 63	2,999 88	1,975 98	722 72	803 02
	Proportion .. .		1	1 01	1 52	1	1	1 12

APPENDIX 39—conold.

Statement showing the total working expenses on the principal railways in India during the year 1905, divided in proportion between coaching and goods, under gross receipts, total train-mileage and gross ton-mileage

3' 3½" GAUGE LINES

Number	RAILWAY	Total working expenses	GROSS RECEIPTS		TRAIN MILES		TON MILES INCLUDING DEAD WEIGHT	
			APPENDIX 18		APPENDIX 18		APPENDIX 18	
			Item No 21	Item No 89	Item No 22	Item No 90	Item No 73	Item No 109
	1905		Coaching	Goods	Coaching	Goods	Coaching	Goods
		(In lakhs)	(In lakhs)	(In lakhs)	(In thousands)	(In thousands)	(In millions)	(In millions)
2 (a) to (vi)	Rajputana Malwa	118 80	91 35	184 88	3,459 59	4 050 77	581 14	1,178 85
	Proportion	..	1	2 02	1	1 17	1	2 03
3 (b) and (c)	Eastern Bengal State	44 07	35 23	44 20	1,253 67	1,071 23	179 51	294 70
	Proportion	..	1	1 25	1 17	1	1	1 64
3 (c)	Hyderabad Godavari Valley	16 33	9 59	19 19	385 01	557 23	73 71	111 36
	Proportion	..	1	2 00	1	1 45	1	1 51
11 (a)	Assam Bengal	32 33	14 88	17 04	552 33	885 20	100 32	162 67
	Proportion	..	1	1 15	1	1 60	1	1 62
12 (a) & (b)	Bengal and North Western	53 31	58 68	63 64	2,448 87	2,116 45	443 25	536 72
	Proportion	..	1	1 08	1 16	1	1	1 21
14 (a) to (d)	Bhavnagar Gondal Junagad Porbandar	10 99	13 35	8 83	341 35	220 55	63 79	46 46
	Proportion	..	1 60	1	1 55	1	1 16	1
15 (a)	Burma	95 95	69 57	85 37	1,951 82	2,833 86	379 46	637 25
	Proportion	..	1	1 23	1	1 45	1	1 68
18 (a) to (c)	Jodhpur Bilasner	14 91	11 01	20 29	516 92	556 75	96 18	127 97
	Proportion	..	1	1 44	1	1 08	1	1 33
20 (a) & (b)	Rohilkhand and Kumaon	10 13	8 60	10 42	297 67	340 75	47 65	70 30
	Proportion	..	1	1 21	1	1 17	1	1 48
21 (a) to (f)	South Indian	69 77	77 23	61 63	2,423 50	2,196 19	397 86	452 36
	Proportion	..	1 25	1	1 10	1	1	1 14
22 (a) to (g)	Southern Mahratta	69 36	43 54	68 75	1,696 09	2,608 05	271 68	522 94
	Proportion	..	1	1 58	1	1 54	1	1 92

APPENDIX 40.

Memorandum by the Railway Board on the results of Indian railway working, 1905-1906, and proposals for 1906-1907, as published in the Financial Statement

The results of working of Indian railways for the year 1905-1906 show larger gross receipts and larger revenue expenditure than in any previous year

The estimated net surplus Revenue, after paying all charges, including interest, is three crores three lakhs and eighty-three thousands (£2,025,600).

CAPITAL EXPENDITURE.

The Capital expenditure during the year 1905-1906 will amount to twelve crores fifty lakhs (£8,333,000), being about two crores in excess of the expenditure for the year 1904-1905

For the year 1906-1907 these figures have been largely increased. The estimate provides for spending a sum of 15 crores (£10,000,000), an increase of 20 per cent. on the provision of last year

Under the head of lines already open, including the provision of additional rolling stock, the amount expended in 1905-1906 will be 726 lakhs (£4,840,000), showing an advance of about 224 lakhs over the expenditure under the same head for the previous year

Under the same heads in 1906-1907 provision is made for 891 lakhs (£5,910,000), an increase of about 23 per cent

A comparison, showing capital expenditure for 1906-1907 and the previous five years, is contained in the following statement —

	Lines already open including additional rolling stock	LINES UNDER CONSTRUCTION		Total	Equivalent in sterling
		Started in previous years	Started in current year		
	Lakhs	Lakhs	Lakhs	Lakhs.	£
1901-1902 (actual expenditure) ..	3,52 58	5,09 06	25 64	8,87 28	5,915,199
1902-1903 (" ")	4,81 74	4,52 50	71 52	10,05 76	6,705,064
1903-1904 (" ")	5,58 77	3,13 68	84 62	9,57 07	6,380,468
1904-1905 (" ")	5,02 76	4,86 91	88 62	10,78 29	7,188,600
1905-1906 (latest grants)	7,26 63	4,81 04	42 33	12,50 00	8,333,334
1906-1907 (proposed grants)	8,91 09	5,38 91	70 00	15,00 00	10,000,000

The information showing in detail how the expenditure in 1905-1906 and 1906-1907 will be distributed is contained in statement A attached to this memorandum.

Under the order of the Secretary of State a programme has been submitted to him for expenditure on railways during the next three years

This "triennial programme," as it is called, has been definitely agreed to by the Secretary of State for the year 1906-1907 and provisionally approved for the remaining two years

The year 1906-1907 is the first year this arrangement will come into operation. The object aimed at is to enable a Railway Programme, extending over a reasonable period, being made out under as fixed conditions for new railways and additions to existing ones as Indian finance will permit, and also to secure a definite continuity of railway policy, and the Railway Board have every hope that the funds required to meet the expenditure of 15 crores per annum for the next three years will be duly provided.

APPENDIX 40—*contd.*

The mileage of lines of all gauges open to traffic on 1st April 1905 was 27,728, and under construction 2,344; on 1st April 1906 there will be 28,684 open and 1,959 under construction

At the end of the coming year there will be 1,509 miles under construction among which will be twelve new projects

RAILWAY REVENUE ACCOUNT.

The railways of India, taken as a whole, have for a succession of years shown a balance to the credit of general revenues, after allowing for working expenses, interest on capital expended, charges for annuities in redemption of capital and miscellaneous railway expenditure. The following table shows the approximate figures for 1905-1906 compared with the actual results for the previous five years —

(Figures in rupees omitting 000)

	Gross receipts	Working expenses	Interest charges, etc	Surplus of revenue over expenditure	Equivalent in sterling
	₹	₹	₹	₹	£
<i>Actuals—</i>					
1900-1901	27,44,04	12,69,86	14,25,41	48,77	325,100
1901-1902	30,33,90	14,23,85	14,83,06	1,26,99	846,600
1902-1903	30,20,08	14,74,08	15,11,66	34,31	228,900
1903-1904	32,33,68	15,56,72	15,47,86	1,29,10	860,700
1904-1905	36,03,37	16,91,32	15,93,23	3,15,82	2,105,500
<i>Estimate—</i>					
1905-1906	36,98,72	17,44,54	16,50,35	3,03,83	2,025,600

Compared with the results of the previous year the figures for 1905-1906 show a falling off of Rs 11,99,000 (£79,900). The receipts are more by Rs 95,35,000 (£635,700), but the working expenses are higher by Rs 50,22,000 (£334,800), while interest charges, etc., have increased by Rs. 57,12,000 (£380,800)

GROSS RECEIPTS

In 1904-1905 traffic conditions were exceptionally favourable on all the larger railway systems. Pilgrim, grain and coal traffic accounted for a large increase on the East Indian railway, the recently completed irrigation works in the Punjab rendered possible the heavy export traffic in wheat *via* Karachi, resulting in an extraordinary increase on the North Western railway, while the earnings of the Great Indian Peninsula, Rajputana-Malwa, and Bengal-Nagpur railways were also affected by favourable crops. During the current year, while there has been a considerable falling off in grain and seed traffic on the North Western railway, and the East Indian railway earnings were practically stationary, the earnings from the other three above mentioned railways show still better results owing to further development of cotton, grain and specially coal traffic. The following are the principal differences resulting in the net increase of Rs. 95,35,000 in gross receipts —

	Rs.
<i>Increases</i>	
Bengal-Nagpur	56,65,000
Great Indian Peninsula	32,55,000
Rajputana-Malwa	30,70,000
Other railways (net)	38,93,000
	<u>1,53,83,000</u>
<i>Decrease</i>	
North Western	58,48,000
Net increase	<u>95,35,000</u>

WORKING EXPENSES, INTEREST CHARGES, ETC.

The increase in working expenses during the year 1905-1906 is estimated to amount to Rs 50,22,000 (£334,800). This increase to a large extent is due to increased traffic on certain lines, of which the Bengal-Nagpur, Great Indian Peninsula and Rajputana-Malwa railways are the most prominent examples.

APPENDIX 40—*contd.*

These three lines will have earned more than one crore of rupees (£666,700) in excess of their earnings during the previous year, and this increase in earnings necessitate increased working expenses

There are, however, other causes which may increase both working expenses and interest charges in the future. The increase in working expenses should be to a considerable extent temporary, the increase in interest charges, however, will be permanent

The causes are these—

Railways in India have now to run faster trains, provide better carriages, improve the conditions under which third class passengers are carried, introduce a more elaborate system of signalling, and generally conduct their business under more up-to-date methods than were in use in the past

Some of these improvements will lead to increased revenue. Some will not, but have to be provided to meet the public demands

The cost of many of these improvements being in the nature of renewals has to fall to a considerable extent on revenue.

During the period this raising of the standard is being carried out working expenses must rise, though in the end, under some items, more economical working should be secured

Again it is generally admitted that there is economy in railway working in hauling heavy train loads. To enable heavy train loads to be hauled the permanent-way of railways has to be improved and girders strengthened. Most lines now, when making branches, wish to use then light main line rails in these branches and renew the main line with heavier rails.

This is a sound business arrangement, but carrying out the policy indicated means that revenue has to renew before the rail itself is nearly worn out. The result is increased debits to Revenue for a time, causing increased working expenses. The Board hope that a practical solution may be found to meet this difficulty, so that working expenses may be steadied and not liable to unnecessary fluctuations

The results of improvement in the standard of permanent-way, carrying with it the capacity to haul heavier loads, will well repay the expenditure by ultimate reduction in cost of haulage

NEW LINES TO BE CONSTRUCTED

The new lines, the construction of which is to be commenced during 1906-1907 are —

No	Railway	Gauge.	Probable length Miles.
(i) <i>State, by State Agency.</i>			
1	Bombay-Sind connection	5' 6"	295
Eastern Bengal—			
2	Lalgola-Gherria	5' 6"	13
North-Western—			
3	Jhang-Chinot-Sangla	5' 6"	70
4	Lodhran-Khanewal	5' 6"	55
5	Shorkot Road-Chichokli	5' 6"	130
6	Thal-Parachinar	5' 6"	55
7	Kohat-Thal (conversion from the 2' 6" gauge, not resulting in increased open mileage)	5' 6'	62
(ii) <i>State, by Agency of Companies.</i>			
Assam-Bengal—			
8	Kalima-Sylhet	3' 3½"	31
Burma—			
9	Dagun-Naikbin	3' 3½"	69
East India—			
10	Katwa-Azimganj-Barharwa	5' 6"	108
(iii) <i>From capital of Companies.</i>			
Bengal-Nagpur—			
11	Vizianagram Raipur	5' 6"	310
(iv) <i>From capital of Local Boards</i>			
12	Kurnool Dhone	3' 3½"	32

APPENDIX 40—*contd*

OPEN LINE REQUIREMENTS

In dealing with the capital funds available for expenditure on railways, the Railway Board have given due consideration to the demands of open lines for the provision of additional facilities required by a growing trade

For improving railway working there are demands of high importance for doubling existing lines, additional crossing stations, improved signalling, improvement of railway workshops, more staff quarters and the general provision of facilities of smaller character required to enable railways to deal more expeditiously with their traffic.

The total amount allotted during 1906-1907 to open lines, *viz*, 891 lakhs (£5,940,000), out of a total for the year of 1,500 lakhs (£10,000,000), has been divided between general open line requirements and additional rolling-stock approximately as follows —

		Lakhs
1906-1907	{ Open line requirements	509
	{ Rolling stock	382

This shows a considerable increase over 1905-1906, the figures for which were as follows —

		Lakhs
1905-1906	{ Open line requirements	452
	{ Rolling stock	274

ROLLING STOCK

The question of what is a sufficiency of rolling stock on a railway is one about which there is considerable difference of opinion. If railways are to be worked commercially, their interests have to be considered. It is sometimes argued that it is in the interest of the railway to be always able to carry *all* traffic offering at *all* times.

To provide for a maximum demand for transport for a short period would necessitate a very large amount of extra rolling-stock being kept to meet this exceptional demand. This rolling stock would be idle for considerable periods and be a burden on the capital cost of the line.

In most countries of the world, especially in America where a large export grain, seeds and coal business is done, there is shortness in the supply of rolling-stock at certain times and during unusual briskness of trade.

On this important question, the Railway Board are of the opinion that Indian railways as a whole are at present below what should be the standard of equipment of rolling-stock for present requirements. Since the Board was formed they have taken steps to improve this standard and will continue to do so to meet future developments of trade.

For the year 1906-1907 the sum of three crores eighty-two lakhs has been provided for new rolling stock, being an excess of one crore eight lakhs over the provision for 1905-1906.

The stock now under indent consists of heavier engines and higher capacity vehicles. This represents a considerable increase in power of transportation beyond that indicated by the actual numbers added.

Some of the restrictions on axle loads in existing stock have also been relaxed, which has permitted existing wagons being more heavily loaded.

THIRD CLASS PASSENGER TRAFFIC.

The question of improving the comfort and convenience of third class passenger traffic is a matter the Railway Board have been devoting considerable attention to during the past year.

APPENDIX 40—*contd.*

More third class rolling-stock is undoubtedly required

Provision has, as far as practicable, been made for this during the year 1906-1907, the number sanctioned being double that supplied in 1905-1906.

The additional stock to be supplied during the ensuing year, will be of a better type than formerly. The carriages will be of a large size, better lighted and be supplied with latrine accommodation. The stock being built for renewals is also of this higher standard.

Steps will be taken during the ensuing year to develop more rapidly the system of communication between passengers and guards and drivers of trains, the system being applied to third class carriages equally, with those of the higher classes.

The Board would also note that, in response to their representations, the various railway administrations are paying attention to the general convenience of third class passengers in taking tickets, avoiding crushes on platforms, and overcrowding in carriages, but much more remains to be done. The Board hope that this will induce larger numbers to travel, and thus lead to improved receipts from this valuable class of traffic.

GENERAL

During 1905 the Railway Board authorized a substantial reduction in the minimum rate for the carriage of coal. Railways, however, are moving cautiously in taking advantage of this reduction, but the Board feel sure the final result must be a large increase in the coal business and a general stimulus to industries situated far from their coal supply.

Attention is invited to statements B and C accompanying this memorandum, which contain information of interest.

APPENDIX 40—contd

STATEMENT A

Statement of anticipated capital expenditure on railways, open and under construction, for the year 1906-1907

Branch lines under rebate terms are excluded

(Figures in lakhs and decimals of lakhs)

No	RAILWAY	Grants allotted for 1905 1906	Distribution of grants during 1906 1907
A — OPEN LINES			
I (i) — STATE, BY STATE AGENCY		Rs	Rs
1	Eastern Bengal— Main line . . .	(a) 125 65	38 06
2	Canal Junction Kakurgachi duplicating	0 95	} 1 90
3	Kakurgachi chord	2 10	
4	Kasipur Chitpur improvements	1 10	
5	Kaunia Bonarpara	4 85	3 86
6	Jodhpur-Hyderabad (British section)	0 32	0 30
7	Oudh and Rohilkhand— Main line	31 16	22 00
8	Allahabad Fyzabad, Ganges Bridge	—1 48	.
9	North Western— Main line	131 29	150 50
10	Peshawar Railway Reserve	—2 89	.
11	Rohri Samasata doubling	65 50	59 50
12	Warora Colliery	—0 95	—0 20
13	Purchase of Kalka Simla Ry		45 00
Total Open Lines, State, by State Agency		357 60	322 22
I (ii) — STATE, BY AGENCY OF COMPANIES			
14	Assam Bengal	(b) 37 17	15 00
15	Bengal and North-Western— Tirhoot	15 20	20 00
16	Sakri-Jainagar		1 00
17	Bombay, Baroda and Central India— Main line	(c) 160 48	10 00
18	Palampur Deesa	0 01	0 03
19	Rajputana Malwa	20 64	30 00
20	Rewari Phulera	7 44	2 90
21	East Indian— Main line	89 00	122 00
22	Agra Junction-Belanganj	6 00	6 00
23	Great Indian Peninsula— Main line	58 82	78 00
24	Agra Delhi chord	10 43	1 20
25	Bhopal-Itarsi (British section)	0 60	2 00
26	Lonavla Poona doubling	.	5 00
27	Madras— Nilgiri	1 90	1 80
28	North East line (East Coast)	7 00	20 00
29	Nizam's Guaranteed State— Bezwada extension	0 04	0 03
30	South Indian— Main line	17 75	27 50
31	Travancore branch (Native State section)	0 82	2 00
32	" " (British section)	0 27	1 00
33	Southern Mahratta— Guntakal Mysore Frontier	0 03	0 10
Total Open Lines, State, by Agency of Companies		434 15	345 66

(a) Includes Rs 77 62 advanced to the Bengal Central Railway Company up to 30th June 1905, transferred from "Capital of Indian Railway Companies"

(b) Includes Rs 17 25 for purchase of Noakhali Railway

(c) Includes Rs 155 18 advanced to and overdrawn by the Company up to 31st December 1905, transferred from "Guaranteed Companies"

APPENDIX 40—contd

Capital expenditure on railways, 1906-1907—contd.

(Figures in lakhs and decimals of lakhs)

No	RAILWAY	Grants allotted for 1905-1906	Distribution of grants during 1906-1907
	A—OPEN LINES—contd	R	R
	II—FROM CAPITAL OF OLD GUARANTEED COMPANIES		
34	Bombay, Baroda and Central India .	(a)—118 73	
	Madras—		
35	Main line .	16 02	32 60
36	Calicut Azhimal .	0 30	0 10
	Total Open Lines, old Guaranteed Companies	—132 11	33 00
	III—FROM CAPITAL OF COMPANIES OTHER THAN OLD GUARANTEED COMPANIES		
37	Assam-Bengal .	—0 17	
38	Bengal Central	(b) - 77 51	
	Bengal Nagpur—		
39	Main line	6 27	17 60
40	Manipur Jherriah .	82 19	100 00
41	Satpura (Jubbulpur Gondia) .		
42	Sini Midnapur Cuttack Calcutta .		
	Burma—		
43	Main line .	21 07	20 00
44	Hawga Letpadan doubling	}	6 00
45	Thingangym Pegu doubling		
	Great Indian Peninsula—		
46	Indian Midland	10 30	22 70
47	Bhopal Dewanganj doubling .		4 00
	Rohilkhand and Kumaon—		
48	Lucknow Barailly	2 08	3 00
	Southern Mahatma—		
49	Main line	18 51	6 00
50	Mysore section	1 53	2 31
	Total Open Lines, other Companies	67 24	190 01
	IV—FROM CAPITAL OF BRANCH LINE COMPANIES WITH FIRM GUARANTEE		
51	Hardwar-Delhra	0 05	0 20
	Total Open Lines, Branch Line Companies	0 05	0 20

(a) Includes credit of Rs 155 48 representing advances to and overdrafts by Company up to 31st December 1905, transferred to "State Railways"

(b) Includes credit of Rs 77 62 representing advances to Company on 30th June 1905 transferred to "State Railways"

APPENDIX 40—contd.

Capital expenditure on railways, 1906-1907—contd

(Figures in lakhs and decimals of lakhs)

No	RAILWAY	Length	Amount of estimate or approximate cost	Outlay to end of 1904 1905	Grants allotted during 1905 1906	Distribution of grants during 1906 1907
		Miles	R	R	R	R
B—CONSTRUCTION OF LINES—concl'd						
I (u)—STATE, BY AGENCY OF COMPANIES						
Lines in Progress						
72	Assam Bengal— Alkhania-Bhairab Bazar	19	12 20	..	1 77	4 97
73	Bengal and North Western— Tinhoot extensions	209	114 80	40 60	37 50	24 00
74	Burma— Henzada Kyangin	66	51 59	} 31 07	52 06	51 00
75	Pegu Moulmein	122	112 88			
76	East Indian— Bhagalpur-Bausi	31	23 31	131 40	5 00	10 00
77	Gya-Barakar	148	206 81		60 00	15 00
78	Hooghly Katwa	65	58 46		3 00	10 00
79	Khurja Hapur	39	26 08		11 00	7 00
80	Ondal Samthia	45	43 55		23 00	4 00
81	Shikohabad Farakhabad	66	53 83	32 00	15 00	...
82	Great Indian Peninsula— Harbour Branch	8	45 60	8 26	9 94	20 00
83	Warora Bellarpur	38	31 94		8 10	6 67
84	Madras — Azhikal-Mangalore	77	129 05	77 64	29 85	16 00
85	South Indian— Rameswaram Extension	12	35 19	0 97	3 62	20 50
New Lines						
86	Assam Bengal — Kalaura-Sylhet	31	22 06	...	...	6 00
87	Burma— Daga Naikban	69	50 00	..	..	6 00
88	East Indian— Katwa Azimganj Barharwa	103	86 37	.	...	3 00
TOTAL			.	313 60	260 64	204 14
II —FROM CAPITAL OF OLD GUARANTEED COMPANIES						
		
III —FROM CAPITAL OF COMPANIES OTHER THAN OLD GUARANTEED COMPANIES						
Lines in progress						
89	Bengal Nagpur— Gondia Chanda	212	89 34	1 87	4 34	41 00
90	Pench Valley	29	16 53		5 87	3 00
91	Purulia Ranchi	72	39 83		4 83	20 00
New Lines						
92	Bengal Nagpur— Vizianagram-Raipur	311	250 42	..	..	8 00
TOTAL				1 87	15 04	72 00
IV —FROM CAPITAL OF BRANCH LINE COMPANIES WITH FIRM GUARANTEE						
			.		.	.
V —FROM CAPITAL OF LOCAL BOARDS						
Lines in Progress						
93	Bezwada Masulipatam	50	24 25	...	4 00	6 00
New Lines						
94	Dhone Kurnool	32	7 11	—	...	7 00
TOTAL			...	...	4 00	13 00

APPENDIX 40—contd

Capital expenditure on railways, 1906-1907—concl'd

(Figures in lakhs and decimals of lakhs)

No	RAILWAY.	Distribution of grants for 1906-1907.	
		R	₹
	ABSTRACT BY OPEN LINES AND CONSTRUCTION		
	A—CAPITAL FOR OPEN LINES		
	I (i) State, by State agency	322 22	
	I (ii) State, by agency of Companies	345 56	
	II Old Guaranteed Companies	33 00	
	III Other Companies	190 01	
	IV Branch Line Companies	0 30	
	TOTAL OPEN LINES		891 09
	B—CAPITAL FOR LINES IN PROGRESS AND NEW LINES		
	I (i) State, by State agency	319 77	
	I (ii) State, by agency of Companies	204 14	
	II Old Guaranteed Companies	72 00	
	III Other Companies	13 00	
	IV Branch Line Companies		
	V Local Boards		
	TOTAL LINES IN PROGRESS AND NEW LINES		608 91
	GRAND TOTAL		1500 00
	ABSTRACT SHOWING DISTRIBUTION BY FUNDS		
I—From Imperial Funds	(i) State, by State agency	(a) Open Lines	322 22
		(b) Construction	319 77
		Total (i)	641 99
	(ii) State, by agency of Companies	(a) Open Lines	345 56
		(b) Construction	204 14
		Total (ii)	549 70
		TOTAL I	1191 69
II—From Capital of old Guaranteed Companies	(a) Open Lines	33 00	
	(b) Construction		
	TOTAL II		33 00
III—From Capital of Companies other than old Guaranteed Companies	(a) Open Lines	190 01	
	(b) Construction	72 00	
	TOTAL III		262 01
IV—From Capital of Branch Line Companies with firm Guarantee	(a) Open Lines	0 30	
	(b) Construction . . . . .	..
	TOTAL IV		0 30
V—From Capital of Local Boards	(a) Open Lines	13 00	
	(b) Construction		
	TOTAL V		13 00
	TOTAL, I TO V	(a) Open Lines	891 09
		(b) Construction	608 91
	GRAND TOTAL		1500 00

APPENDIX 40—contd.

STATEMENT B.

Statement showing proposed lines which are under negotiation for construction by private companies.

No	NAME OF RAILWAY	Length	Estimated cost	
	<i>Bengal—</i>	Miles	Rs	
1	Panechkura to Luff Point with terminal and loading arrangements for ships or steamers at the latter place	30	(a)	
	<i>Bombay—</i>			
2	Aden to Nobat Dahim (or Sheikh Othman and D thala)	(b) 40	Not stated	
3	Dholka Dhandhuka	40	Do	
4	Dhaudhuka Raupur	18	Do	This is a tramway.
5	Idar Road to Bramhakhed	32	Do	
	<i>Eastern Bengal and Assam—</i>			
6	Borjan to Suntak	8	2,70,000	This is a tramway.
7	Mymensingh, via Netrol ona, to Barn-Ari, with branch from Shambhuganj to Gauripur	36	22,16,000	
8	Singhjam, via Sherpur, to Nalitabari	25	12,39,000	
9	Sirajganj Ullapara	18	11,00,000	
	<i>Madras—</i>			
10	Tinnevely Tiruchendur	38	20,52,000	
	<i>Punjab—</i>			
11	Rawalpindi-Murree, with extensions to Kuldana and Gharial	40	36,89,000	

(a) The share capital of the proposed company is £250,000, which, at Rs15=£1, is equivalent to Rs37,50,000

(b) Represents the distance between Aden and Nobat Dahim, via Lahaj The length of the alternative line is not stated.

APPENDIX 40—contd

STATEMENT C

Memorandum on the construction of railways

Open lines on 1st April 1906

	Miles	Miles
(i) Eastern Bengal	278 63	
(ii) North Western	(a) 3 165 66	4 670 29
(iii) Oudh and Rohilkhand	(b) 1 105 05	
(iv) Agra Delhi Chord (c)	119 84	
(v) Bengal Central (d)	12 69	
(vi) Bengal N. & P.	1 635 67	
(vii) Bezwada Extension (e)	23 68	
(viii) Bhopal Harar (British section) (e)	13 11	
(ix) East Indian	1 483 25	6,040 33
(x) Godhra Rutlam Nagda (f)	141 14	
(xi) Great Indian Peninsula	1 601 63	
(xii) Indian Midland (c)	807 13	
(xiii) Madras (North East line) (g)	(A) 437 19	
(xiv) Bombay Baroda and Central India	(a) 504 35	1,408 36
(xv) Madras	004 01	
(xvi) Hardwar Dehra (f)	78 46	3 04
(xvii) South Behar (A)	423 35	6 07
(xviii) Southern Punjab (B)	155 43	
(xix) Tapti Valley (f)		10 30
(xx) Delhi Umballa Kalka (A)		2 23
(xxi) B. Tarkeswar (A)	44 28	
(xxii) Bhopal Harar (Native State section) (e)	115 7	
(xxiii) Bhopal Ujjain (c)	14 61	
(xxiv) Bina Gooma Baran (c)	0 93	
(xxv) Kolar Co'd fields (g)	34 37	709 83
(xxvi) Nagda, Ujjain (f)	330 13	
(xxvii) Nizam's Guaranteed State	21 04	
(xxviii) Petlad Cambay (Anand Parapur section) (f)	10 92	
(xxix) Petlad Cambay (Tarnpur Cambay section) (f)	15 93	
(xxx) Jammu and Kashmir (Native State section) (A)	78 68	201 70
(xxxi) Juddhiana Dhuri Jakkhal (A)	177 06	
(xxxii) Rajputra Bhatinda (A)		
(xxxiii) Cawnpore-Burhwal (Metre gauge link)	(m) 79 69	
(xxxiv) Eastern Bengal—		
(xxxv) Direct section	85 52	7 2 23
(xxxvi) Northern Behar and Kaimosi Dhubri sections (including the Banaghat Krishnagar and Teesta Kurigram branches and the British section of the Santrabari extension)	006 71	
(xxxvii) Assam Bengal	740 39	
(xxxviii) Burma	1 310 15	
(xxxix) Cutchakal Mysore Frontier (n)	119 60	
(xl) Jodhpur Hyderabad (British section) (o)	123 98	
(xli) Lucknow Bareilly (p)	237 04	
(xlii) Mysore section (Southern Mahratta) (n)	206 24	
(xliii) Noida (g)	16 69	7 3 11
(xliv) Palampur Dehra (f)	17 24	
(xlv) Palputana Malwa (f)	(g) 1 651 65	
(xlvi) South Indian	1 123 13	
(xlvii) Southern Mahratta	1 04 04	
(xlviii) Tinnelly Quillon (Travancore) (British section) (r)	50 40	
(xlix) Tirhoot (s)	505 45	
(l) Tanjore District Board (r)		99 46
(li) Ahmedabad Dholka (f)	33 60	
(lii) Ahmedabad Parantia (f)	54 70	
(liii) Mymensingh Jamalpur Jagannathgung (t)	51 37	174 47
(liv) Nakhali (Bengal) (u)	34 00	
(lv) A. J. Shikund and Kumbon	53 93	
(lvi) B. Dibru Sadia	77 00	
(lvii) C. Fenzat Doars	36 40	
(lviii) D. Bengali and North Western	001 80	
(lix) Bengali Doars Extensions	119 60	1 073 15
(lx) Deogarh	4 70	
(lxi) Ledo and Tikaik Margherita (v)		8 60
(lxii) Shyamnagar Gondal Junagad Porbandar	(w) 334 10	
(lxiii) Bikaner	215 45	
(lxiv) Dhargadri (x)	20 81	
(lxv) Jamnagar (x)	(y) 64 2	1,371 74
(lxvi) Jetal or Plot (x)	40 21	
(lxvii) Jodhpur	463 80	
(lxviii) Morvi	(z) 80 70	
(lxix) Udupur Chitor	67 30	
(lxx) Binar Shumaga (n)	3 02	
(lxxi) Gackwar's Mehana (f)	0 03	
(lxxii) Hindupur (S. & P. Mysore frontier) (n)	51 35	
(lxxiii) Hyderabad Godavari Valley (e)	391 13	
(lxxiv) Kollapur (n)	20 27	48 20
(lxxv) Mysore Nanjangud (n)	15 80	
(lxxvi) Sboranur Cochun (g)	64 70	
(lxxvii) Tinnelly Quillon (Travancore) (Native State section) (r)	57 68	
(lxxviii) J. J. Kadi Kadi (f)	41 37	
(lxxix) Karakkal Peralam (n)	14 05	
(lxxx) Pondicherry (r)	7 25	73 60
(lxxxi) West of India Portuguese (n)	51 10	
(lxxxii) Dandot Light (2' 0") (A)	0 18	
(lxxxiii) Jorhat (2' 0") (A)	30 24	
(lxxxiv) Jorhat (2' 0") (A)	91 73	109 41
(lxxxv) Jorhat (2' 0") (A)	40 25	
(lxxxvi) Jorhat (2' 0") (A)	213 77	
(lxxxvii) Jorhat (2' 0") (A)	56 21	2 0 01
(lxxxviii) Jorhat (2' 0") (A)	51 00	
(lxxxix) Jorhat (2' 0") (A)	7 70	58 70
(lxxxx) Jorhat (2' 0") (A)	26 03	
(lxxxxi) Jorhat (2' 0") (A)	18 60	
(lxxxxii) Jorhat (2' 0") (A)	37 10	121 60
(lxxxxiii) Jorhat (2' 0") (A)	10 70	
(lxxxxiv) Jorhat (2' 0") (A)	20 10	
(lxxxxv) Jorhat (2' 0") (A)	21 59	
(lxxxxvi) Jorhat (2' 0") (A)	53 44	120 53
(lxxxxvii) Jorhat (2' 0") (A)	30 60	
(lxxxxviii) Jorhat (2' 0") (A)		33 27
(lxxxxix) Jorhat (2' 0") (A)	51 49	
(lxxxxx) Jorhat (2' 0") (A)	153 63	
(lxxxxxi) Jorhat (2' 0") (A)	32 10	3 2 11
(lxxxxxii) Jorhat (2' 0") (A)	24 62	
(lxxxxxiii) Jorhat (2' 0") (A)	37 37	
(lxxxxxiv) Jorhat (2' 0") (A)		83 60

At the commencement of 1905-1906, i.e., on the 1st April 1905, the total length of railways open for traffic was 27,727.68 miles, made up as follows—

	Miles	Miles
(i) State lines worked by the State	4,629 29	
(ii) State lines worked by companies	6,946 33	
(iii) Companies' lines guaranteed by Government under the old contracts	1,103 36	
(iv) Companies' lines guaranteed by Government under modern contracts	32 04	
(v) Branch line companies' railways assisted by Government under "rebate" terms	659 57	
(vi) Assisted companies lines—		
A Subsidized by the Government of India	162 36	
B Receiving land only from Government	22 23	
	181 59	
(vii) Native State lines—		
A Worked by companies	709 93	
B Worked by State railway agency	201 70	
	911 63	
	14,771 81	
(viii) State lines worked by the State	772 23	
(ix) State lines worked by companies	7,354 41	
(x) District Boards lines	99 46	
(xi) Branch line companies' railways assisted by Government under Rebate terms	174 17	
(xii) Assisted companies lines—		
A Subsidized by the Government of India	53 92	
B Subsidized by Local Governments	77 50	
C Subsidized by District Boards	36 40	
D Receiving land only from Government	1,023 15	
	1,190 97	
(xiii) Unassisted companies lines	8 60	
(xiv) Native State lines—		
A Worked by Native States	1,921 74	
B Worked by companies	782 20	
	2,103 94	
(xv) Lines in Foreign territory	73 60	
	11,777 58	
(xvi) State lines worked by the State	168 41	
(xvii) State lines worked by companies	2,001	
(xviii) Assisted companies lines—		
A Subsidized by Local Governments	58 76	
B Subsidized by District Boards	121 60	
C Receiving land only from Government	120 53	
	900 89	
(xix) Unassisted companies lines	33 27	
(xx) Native State lines—		
A Worked by companies	372 11	
B Worked by State railway agency	33 60	
	405 71	
	1,178 29	
	TOTAL	27,727 68

(a) Line not used for public traffic and 6.29 miles of uoline between Bhatinda and Kot Kapura, worked by State and Rajputana Malwa railways

(b) Includes 10.79 miles of mixed (5' 0" and 3' 3 1/2") gauge line between Burhwal and Bara Banki 0.55 mile line between the Oudh Bengal and North West

(c) Worked by the Great Indian

(d) Line is the property of the

(e) Line is the property of the

(f) Line is the property of the

(g) Line is the property of the

(h) Line is the property of the

(i) Includes 39 miles of 3 1/2" gauge line between Bezwada and but and Tadipalli

(j) Includes 39 miles of 3 1/2" gauge line between Bezwada and but and Tadipalli

(k) Includes 39 miles of 3 1/2" gauge line between Bezwada and but and Tadipalli

(l) Includes 39 miles of 3 1/2" gauge line between Bezwada and but and Tadipalli

(m) Includes 39 miles of 3 1/2" gauge line between Bezwada and but and Tadipalli

(n) Includes 39 miles of 3 1/2" gauge line between Bezwada and but and Tadipalli

(o) Includes 39 miles of 3 1/2" gauge line between Bezwada and but and Tadipalli

(p) Includes 39 miles of 3 1/2" gauge line between Bezwada and but and Tadipalli

(q) Includes 39 miles of 3 1/2" gauge line between Bezwada and but and Tadipalli

(r) Includes 39 miles of 3 1/2" gauge line between Bezwada and but and Tadipalli

(s) Includes 39 miles of 3 1/2" gauge line between Bezwada and but and Tadipalli

(t) Includes 39 miles of 3 1/2" gauge line between Bezwada and but and Tadipalli

(u) Includes 39 miles of 3 1/2" gauge line between Bezwada and but and Tadipalli

(v) Includes 39 miles of 3 1/2" gauge line between Bezwada and but and Tadipalli

(w) Includes 39 miles of 3 1/2" gauge line between Bezwada and but and Tadipalli

(x) Includes 39 miles of 3 1/2" gauge line between Bezwada and but and Tadipalli

(y) Includes 39 miles of 3 1/2" gauge line between Bezwada and but and Tadipalli

(z) Includes 39 miles of 3 1/2" gauge line between Bezwada and but and Tadipalli

(aa) Includes 39 miles of 3 1/2" gauge line between Bezwada and but and Tadipalli

(m) Excludes 3.68 miles of the Lucknow Bareilly railway between Aishbagh and Daliganj worked over but includes 10.79 miles of mixed (5' 0" and 3' 3 1/2") gauge line between Burhwal and Bara Banki

(n) Includes 39 miles of 3 1/2" gauge line between Bezwada and but and Tadipalli

(o) Includes 39 miles of 3 1/2" gauge line between Bezwada and but and Tadipalli

(p) Includes 39 miles of 3 1/2" gauge line between Bezwada and but and Tadipalli

(q) Includes 39 miles of 3 1/2" gauge line between Bezwada and but and Tadipalli

(r) Includes 39 miles of 3 1/2" gauge line between Bezwada and but and Tadipalli

(s) Includes 39 miles of 3 1/2" gauge line between Bezwada and but and Tadipalli

(t) Includes 39 miles of 3 1/2" gauge line between Bezwada and but and Tadipalli

(u) Includes 39 miles of 3 1/2" gauge line between Bezwada and but and Tadipalli

(v) Includes 39 miles of 3 1/2" gauge line between Bezwada and but and Tadipalli

(w) Includes 39 miles of 3 1/2" gauge line between Bezwada and but and Tadipalli

(x) Includes 39 miles of 3 1/2" gauge line between Bezwada and but and Tadipalli

(y) Includes 39 miles of 3 1/2" gauge line between Bezwada and but and Tadipalli

(z) Includes 39 miles of 3 1/2" gauge line between Bezwada and but and Tadipalli

(aa) Includes 39 miles of 3 1/2" gauge line between Bezwada and but and Tadipalli

APPENDIX 40--contd

And the mileage under construction or sanctioned for construction on the same date, viz, 1st April 1905, was 3,186.80 miles as follows —

	Miles	Miles
8' 6" gauge—		
(i) State lines worked by the State	516	14
(ii) State lines worked by companies	476	18
(iii) Branch line companies' railways assisted by Government under "Robtato" terms	154	00
(iv) Native State line worked by Company	1	39
	1,178	31

3' 3 $\frac{3}{4}$ " gauge—

(v) State lines worked by the State	301 97
(vi) State lines worked by companies	601 31
(vii) District Boards' lines	5 53
(viii) Assisted companies' lines—	
	Miles
A Subsidized by the Govern- ment of India	119 00
B Receiving land only from Government	116 01
	<hr/> 261 01
(ix) Native State lines worked by companies	72 85
	<hr/> 1,263 33

Special (2' 6" and 2 0") gauges—

(x) State lines worked by the State		6 80
(xi) State lines worked by companies		325 52
(xii) Assisted companies' lines—		
A Subsidized by District Boards	Miles	
B Receiving land only from Government		
		105 50
		214 66
		<u>320 16</u>
(xiii) Native State lines—		
A Worked by Native States		11 86
B Worked by companies		68 60
C Worked by State railway agency		22 02
		<u>102 48</u>
		<u>754 96</u>
	TOTAL	<u>3,186 80</u>

There was thus a grand total of railways completed and in hand, on the 1st April 1905, of
miles . . . 30,914 48

Lines under construction and sanctioned on 31st March 1932

	Miles	Miles	Miles
Eastern Bengal—			
Kankurachi Chord	2 1/2		
Lanchowra to the river Ganges (a)	8 1/2	10 1/2	75
Shanbat to Fulsoli Ghat	67 1/2		
Agda Muttra (Southern section)—			
Agda to the crossing of the Chambal river		131 1/2	
(i) North Western—			
12 mi 1/2 to 12 miles south of Que 2 to			
Bargolia to Shorokh Pead	10 1/2	241	67
Shabara to Bangla	16 1/2		
Oudh and B. R. Khand—			
Thapra man to Salazara 1		8 1/2	50
Ashket Jangala 2		7 1/2	27
Bengal Nagpur—			
Bhojpur to Haribarpur	2 1/2		
Bhojpur to Laili (b)	2 1/2		
Alakara to Mohua	3 1/2	2 1/2	61
East Indl —			
Wagalpur to Bawal	31 1/2		
Bawal to Bawal	1 1/2		
Bawal to Bawal	2 1/2		
The 1 of from Howrah on the Jhar			
Branch to Chango	4 1/2	232	00
Terra siding	1		
Ortal to Bawal	4 1/2		
Bawal to Bawal	121 1/2		
Bawal to Bawal	1 1/2		
Bawal to Bawal	1 1/2		
Great Indian L. to Bawal	1 1/2		
Bawal to Bawal	1 1/2	4	4
Bawal to Bawal	1 1/2		
Indian L. to Bawal	1 1/2		
Mad to (North) Bawal		2 1/2	
Bawal to Bawal			
Bawal to Bawal			
(ii) Southern Punjab Eastern —			
Bawal to Mad 1 of Gwal			1 1/2
(iv) Central Punjab (Tara) —			
Central Punjab to Central Punjab			1 1/2

(v) Fasten D next to

[illegible]

(2) Julia In Harper's In Gollan for (Friedrich's class) (2) —

[illegible]

(a) Constructed but not worked
(b) Commencement of work not authorised.

(c) Commencement of work not authorised and question of gauge not finally settled
(d) Completion deferred.

APPENDIX 40—contd

New lines authorised

	Miles	Miles	Miles
(i) Nag's Nalla— Crossing of the Chambal river to Muttra Kotli to Baran North Western— Facha Garhi to mile 3	267 6 43 09 23 00	242 43	25 46
(ii) Agra Delhi Chord— Kosi to Sanket Bengal Nagpur— Branch line near Khanodib East Indian— Agra direct access Borachuck to Fedepur Hoshiy to Katwa Chord line between the East Indian and Oudh and Rohilkhand State railways near Moghal Sarai	6 06 1 97 1 75 4 79 6 23 1 10	69 67	72 61
(iii) Amritsar Patil			6 85
(iv) Eastern Bengal— Forbesganj to the Nepal Frontier		6 59	
(v) Assam Bengal— Akhausa to Ashuganj Burma— Thamaling to Malagaon	19 00 6 00	25 00	
(vi) Dezwada Masulipatam		4 20	
(vii) Dibru Sadhya— Talap to Shalkwaghat		8 20	
(viii) A Morri— Stone Quarry branch (a) Gaelwar a Nelsan— Chauama to Rechrarj Yanauud Road to Harij Sangli— Miraj to Sangli Town	17 27 21 20 4 00	33 47	42 47
(ix) Purulla Panchil (2' 6")		72 06	
(x) Cutch (2' 6")— Anjar to Bhuj Dholpur Bari (2' 6")	25 38 19 25	44 63	

Lines opened or likely to be opened

(xi) Eastern Bengal— Fanchooria to the river Ganges Panshat to Lalgola Ghat North Western— Sijand Junction to Nushki Agra Delhi Chord— Kosi to Sanket Bengal Nagpur— Mohuda to Malkera East Indian— Finnadpur Chord Malnupuri to Karakhabad	6 00 47 55 63 20 6 06 6 70 1 11 26 30	103 55 167 14 49 17 37 41	
(xii) Southern Punjab Extension— MacLeodganj to Ferozepore City Ferozepore Cantonment to Ludhiana	70 58 16 90	15 08	
(xiii) Eastern Bengal— Bonnarpur to Kaunia Golokganj to Kokrajhar	41 47 35 37	70 84	
(xiv) Bellary Payadung Hospet Kottur Rajputana Malwa— Phulera to Narnaul Tirhoot— Bairmola to Narkatinganj Bhagalpur to Bhagalpur Ghat Bettiah to Bhikna Thoreo	37 25 43 05 100 63 65 05 4 78 41 25	293 43 106 59	
(xv) Rohilkhand and Kumaon— Bareilly to Soron Bengal and North Western— Barhni to Tulsipur Gausari to Jarna	66 00 23 65 1 00	3 61	
(xvi) Jaipur— Sanganer to Nawal		32 25	
(xvii) Jabulpore Gondia Extension (2' 6")—	16 06 12 30 2 43	60 75	
(xviii) Baril Light (2' 6")— Baril Town to Kuslamb		7 00	
(xix) Cutch (2' 6")— Anjar to Tuna		11 56	

During 1905-1906, i.e., from 1st April 1905 to the 31st March 1906, 621.69 miles of new railway have been authorised as follows—

	Miles	Miles
5' 6" gauge—		
(i) State lines worked by the State	265 46	
(ii) State lines worked by companies	80 67	
(iii) Branch line companies railways assisted by Government under "Rebate" terms	27 85	372 98
3' 3 1/2" gauge—		
(iv) State lines worked by the State	6 50	
(v) State lines worked by companies	25 70	
(vi) District Boards lines	45 00	
(vii) Assisted company's lines subsidised by Local Governments	8 50	
(viii) Native State lines—		
A Worked by Native States	2 75	
B Worked by companies	12 47	45 22
Special (2' 6" and 2' 0") gauges—		
(ix) State lines worked by companies	72 26	
(x) Native State lines worked by Native States	41 63	116 89
TOTAL		621 69

And 955.83 miles have been or are likely to be opened to public traffic as follows—

	Miles	Miles
5' 6" gauge—		
(xi) State lines worked by the State	167 14	
(xii) State lines worked by companies	49 17	
(xiii) Branch line companies railways assisted by Government under "Rebate" terms	1,278	369 09
3' 3 1/2" gauge—		
(xiv) State lines worked by the State	70 84	
(xv) State lines worked by companies	283 43	
(xvi) Assisted companies lines—		
A Subsidised by the Government of India	66 00	
B Receiving land only from Government	35 61	91 61
(xvii) Native State lines worked by companies	32 25	457 13
Special (2' 6" and 2' 0") gauges—		
(xviii) State lines worked by companies	60 75	
(xix) Assisted company's lines receiving land only from Government	7 00	
(xx) Native State lines worked by companies	11 56	79 61
TOTAL		955 83

[a] This branch is on the 2' 6" gauge.
[b] Section of mileage

APPENDIX 40—contd.

Open lines on 1st April 1906

The total length of open line at the commencement of 1906 1907, *i.e.*, on the 1st April 1906, will, therefore, be 28,683 81 miles, comprising—

5' 6" gauge—	Miles	Miles
(i) State lines worked by the State	4,941 20	
(ii) State lines worked by companies	7,375 05	
(iii) Companies' lines guaranteed by Government under the old contracts	904 01	
(iv) Companies' lines guaranteed by Government under modern contracts	32 04	
(v) Branch line companies' railways assisted by Government under "Rebate" terms	812 35	
(vi) Assisted companies lines—		
A Subsidized by the Government of India	142 36	
B Receiving land only from Government	22 23	
	184 59	
(vii) Native State lines—		
A Worked by companies	700 53	
B Worked by State railway agency	201 70	
	911 63	
		15,160 87
3' 3½" gauge—		
(viii) State lines worked by the State	852 00	
(ix) State lines worked by companies	7,663 74	
(x) District Boards' lines	99 16	
(xi) Branch line companies' railways assisted by Government under "Rebate" terms	130 57	
(xii) Assisted companies' lines—		
A Subsidized by the Government of India	118 92	
B Subsidized by Local Governments	77 50	
C Subsidized by District Boards	36 10	
D Receiving land only from Government	1,058 76	
	1,291 58	
(xiii) Unassisted companies' lines	8 50	
(xiv) Native State lines—		
A Worked by Native States	1 32 43	
B Worked by companies	814 15	
	2,136 08	
(xv) Lines in Foreign Territory	73 60	
		12 261 53
Special (2' 6" and 2' 0") gauges—		
(xvi) State lines worked by the State	168 41	
(xvii) State lines worked by companies	330 96	
(xviii) Assisted companies lines—		
A Subsidized by Local Governments	58 76	
B Subsidized by District Boards	121 00	
C Receiving land only from Government	127 53	
	307 89	
(xix) Unassisted companies' lines	33 27	
(xx) Native State lines—		
A Worked by Native States	11 86	
B Worked by companies	372 42	
C Worked by State railway agency	33 60	
	417 88	
		1,258 41
TOTAL		\$28,683 81

	Eastern Bengal	4,941 20
(i)	North Western	7,375 05
	Oudh and Rohilkhand	904 01
	Agri Delhi Chord (e)	32 04
	Bengal Central	812 35
	Bengal Nagpur	142 36
	Bezwada Extension (e)	22 23
	Bhopal Itarsi (British section) (e)	184 59
(ii)	Bombay Baroda and Central India	700 53
	East Indian	201 70
	Godhra Bulahn Nagda (g)	142 36
	Great Indian Peninsula	118 92
	Indian Midland (e)	77 50
	Madras (North East line) (h)	36 10
(iii)	Bombay Baroda and Central India	700 53
	Madras	118 92
(iv)	Haridwar Dehra (j)	8 50
	South Behar (k)	1 32 43
(v)	Southern Punjab (l)	814 15
	Southern Punjab Extension (l)	307 89
	Tapti Valley (e)	33 27
(vi)	A Delhi Gumball Halka (k)	11 86
	B Tarkesur (k)	372 42
	Bhopal Itarsi (Native State section) (e)	41 23
	Bhopal Ujjain (e)	113 27
	Bina & Sonan Baran (e)	14, 63
	Kolar Gold fields (h)	0 89
	Nagda Ujjain (g)	34 33
	Nizam & Guaranteed State	330 13
	Petlad Cambay (Anand Tarapur section) (g)	21 52
	Petlad Cambay (Tarapur & Ambay section) (g)	10 52
	Jaunpur and Kashmir (Native State section) (l)	18 59
	Ludhiana Dhuri Jakhial (l)	73 60
	Rajpura Bhindara (l)	107 05
(vii)	Channpore Buriwal (Metric gauge line) (m)	70 01
	Eastern Bengal—	
	Dacca section	8, 02
(viii)	Northern Behar and Kannia Dhubri sections (including the Baraghat Krishnagar and Teetu Kuri gram branches and the British section of the Santro dars extension)	860 49
	Assam Bengal	775 23
	Bellary Rajadrag (n)	33 23
	Burma	1 310 16
	Guntakal Mysore frontier (n)	110 40
	Hosoot Kuttur (n)	43 66
	Jodhpur Hyderabad (British section) (o)	123 89
	Lucknow Bareilly (p)	27 04
(ix)	Mysore section (Southern Mahratta) (n)	236 22
	Allahabad (h)	16 01
	Palampur Dehra (g)	17 98
	Rajputana Malwa (g)	7, 3 38
	South Indian	1,123 04
	Southern Mahratta	1 012 04
	Tinnevely Quilon (Travancore) (British section) (r)	40 49
	Tirhoot (s)	672 01
(x)	Tanjore District Board (r)	99 46
	Ahmedabad Dholka (g)	33 60
(xi)	Ahmedabad Parantil (g)	64 0
	Mymensingh Jamalpur Jagannathganga (l)	61 37
	Noakhali (Bengal)	2
	A Rohilkhand and Kumaon	
	B Dibru Sidiya	118 92
	C Bengal Doars	77 50
	D Benar and North Western	36 10
	Bengal Doars Extension	1,068 78
	Deochur	4 79
(xii)	Ledo and Lhak Margherita (n)	8 50
	Bharnagar Gondal Junagad Porbandar	331 19
	Bikaner	213 36
	Bhavnagar (s)	20 83
	Jamnagar (s)	161 2
	Jethalpur Lakhel (s)	46 21
	Jodhpur	463 50
	Morvi	59 61
	Udaipur Chitor	6 40
	A Cutch (2 6") (n)	3 0
	B Jaipur (g)	0 43
	C Kolhapur (n)	61 36
	D Mysore Nanjangud (n)	301 13
	Shorapur Cochin (h)	32 25
	Tinnevely Quilon (Travancore) (Native State section) (r)	20 44
	Vyapur Kalol Kadi (g)	18 60
	Karakkall Terlam (r)	61 75
	Pondicherry (r)	67 68
	West of India Portmure (e) (n)	41 37
		14 05
		55
		73 62
		61 10
(xiii)	Dandot Light (2' 0") (l)	0 8
	Torhat (2' 0")	30 15
	Khushnagar Kohat Thal (2' 6") (l)	91 3
	Dowsheer Dargai (2' 6") (l)	40 25
(xiv)	Subulpoore Gondal Extension (2' 6") (l)	230 63
		18 36
		66 24
		2, 43
		61 00
		7 76
		26 00
		18 60
		37 10
		19 75
		20 10
		28 00
		59 44
		39 60
(xv)	Tumkeshwar Nagra Light (2' 6")	33 27
	A Cutch (2' 6")	11 86
	Gackwar's Dabhol (2' 6") (g)	91 19
	Gwallor Light (2' 6") (e)	183 53
(xvi)	B Maunbhany (2' 0") (e)	37 41
	Parlakmedil Light (2' 6") (l)	21 61
	Uppala (2' 6") (g)	37 37
	C Cochin Behar (2' 6") (l)	33 27

APPENDIX 40—contd

Lines under construction and sanctioned on 31st March 1906

		Miles	Miles
(i)	Eastern Bengal— Bankuraachi Chord	2 25	
	Nagda Muttra— Nagda to Muttra	313 98	383 98
	Kotah to Baran	40 00	
	North Western— Kacha Garhi to mile 23	23 00	695 23
	Sargoda to Shorkot Road	103 14	161 40
	Shandara to Sangla	*65 85	
	Oudh and Rohilkhand— Phaphaman to Zafarahad	57 50	
	Azhikal Mangalore	77 27	
	Bengal Nagpur—	*25 64	
		2 98	29 89
		1 07	
	East India— Agra direct access	1 75	
	Bhagalpur to Banai	31 04	
	Dootabuk to Sodapar	4 60	
	Chord line between the East Indian and Oudh and Rohilkhand State railway near Moghal Sara	1 19	
	Hoogly to Katwa	65 20	815 34
	Khurja to Hapur	30 49	
	to Chandore	4 16	
	Ondal to Sainthia	44 88	
	Manpur to Dhanbaid	121 49	
	Nagri to Kasunda	1 69	
	Great Indian Peninsula— Kuria to Maragaon	6 61	
	Mahim link	1 33	45 42
	Warora to Bellarpur	37 60	
	Indian Midland— Portion of Agra Baluganj branch		2 24
	Madras (North East line)— Korankuppattal to Basin Road	0 85	
	Salem Attur (a)	30 00	
(iii)	Amritsar Patti		26 88
(iv)	Petlad Camhay (Tarapur Camhay section)— Camhay to Camhay Bandar		1 39
(v)	Eastern Bengal— Forbesganj to the Nepal Frontier	6 50	
	Kathar to Godegari	105 00	227 75
	Kokrajhar to the Brahmaputra river opposite Gauhati	116 25	
	Assam Bengal— Akhauna to Ashuganj	10 00	
	Burma— Thaming to Malagaon	6 79	
	Burma Extensions— Hezuda to Kyangia	65 66	166 93
	Fegu to Martahan (a)	121 27	
(vi)	Nilgiri— Coonoor to Ootacamund	11 50	350 54
	South Indian— Mandapam to Rameswaram Temple	10 12	
	Tangachimadam to Port Amphihili	1 71	20 83
	Tiruppachettal to Sivagunga	9 00	
	Tirhoot— Manel to Bhaptiaki	60 37	
	Narkattagany to Bagaha	20 60	100 58
	Saharsa to Miriganj	18 61	
(vii)	Bezwada Masulipatam	45 90	
	Tanjor District Board— Adirampatnam Salt siding	1 00	61 43
	Arantangi Quarry branch	3 90	5 53
	Thambikottai Salt siding	9 03	
(viii)	A Rohikund and Kamsan— Lalkua to Kashipur	45 00	92 00
	Moradabad to Ramnagar	47 00	
	B Dibrn Badiya— Talap to Shalkhwasht		8 50
	C Bengal and North Western— Dharoda to Maharyganj	3 30	
	Gorakhpur to Bagaha	60 94	61 84
	Savan to Thawo	17 00	
(ix)	A Morvi— Stone Quarry branch (b)		2 75
	Gaekwar & Mehsana— Chausama to Bechrasi	17 27	38 47
	Manund Road to Hary	21 20	
	B Jalpur— Naval to Sival Madhopur	49 60	63 07
	Sangli— Miraj to Sangli Town	4 00	
(x)	Jullundur Kapurthala Sultanpur (British section) (c)— Jullundur in the British frontier		6 80
	Gondia-Chanda (2 6'')—		
	(a)	148 65	212 40
		63 78	
(xi)	Chhindwara to Bureoole	21 36	345 92
	Kureadery to Surgora	7 76	61 26
	Nainpur to Mandia	*32 14	
	Porulia Ranchi (2' 6'')— Howrah Amta Light (2' 0'')— Autpur to Champadanga (a)	72 20	
	Autpur to Rajhulhat (a)	9 00	12 50
		3 50	
(xii)	Barsi Light (2 0)— Barsi Road Ju to Pandharpur	30 67	50 37
	Knsamh to Talwala	19 70	
	Dwara Therria Light (2' 6'')— Dwara to Maolong (d)	13 50	10 50
	Maolong to Therria Ghat (a)	0 00	
	Mathuran (2 0'')— Aeral to Matharan		12 79
	Shahdara (Deihi) Saharanpur Light (2' 6'')— Barant to Meerat	30 00	150 00
	Shahdara to Saharanpur	65 00	
	Cuteh (2' 6'')— Anjar to Bhu	25 38	44 63
	Dholpur Bari (2' 6')	10 25	
(xiii)	B Gwallor Light (2 0'')— Sahalgarh to Shipur		68 60
	C Jullundur Kapurthala Sultanpur (Native State section)— Sultanpur to the British Frontier (c)		22 20

And the mileage under construction or sanctioned for construction on the 31st March 1906 will be 2,766 54 miles, made up as follows —

	Miles	Miles	Miles
<i>5' 6" gauge—</i>			
(i) State lines worked by the State .		625 22	
(ii) State lines worked by companies		507 07	
(iii) Branch line companies' railways assisted by Government under "Rebnte" terms .		26 85	
(iv) Native State lines worked by companies .		1 39	
		<hr/>	1,160 53
<i>3' 3½" gauge—</i>			
(v) State lines worked by the State		227 75	
(vi) State lines worked by companies		350 54	
(vii) District Boards' lines		51 43	
(viii) Assisted companies lines—			
A Subsidized by the Government of India	92 00		
B Subsidized by Local Government	8 50		
C Receiving land only from Government	81 84		
	<hr/>	182 34	
(ix) Native State lines—			
A Worked by Native States	2 75		
B Worked by companies	83 07		
	<hr/>	85 82	
		<hr/>	897 88
<i>Special (2' 6" and 2' 0") gauges—</i>			
(x) State lines worked by the State		6 80	
(xi) State lines worked by companies		345 92	
(xii) Assisted companies lines—			
A Subsidized by District Boards	12 50		
B Receiving land only from Government	207 66		
	<hr/>	220 16	
(xiii) Native State lines—			
A Worked by Native States	44 63		
B Worked by companies	68 60		
C Worked by State railway agency	22 02		
	<hr/>	135 25	
		<hr/>	708 13
	<hr/>		
	TOTAL		2,766 54
Making a grand total of railways completed and in hand, at the commencement of 1906-1907 of miles			
			†31,450 35
And showing, after allowing for lines abandoned and corrections of mileage, an advance on the previous year of miles			
			535 87

Making a grand total of railways completed and in hand, at the commencement of 1906-1907 of miles +31,450 35

And showing, after allowing for
lines abandoned and corrections of
mileage, an advance on the previous
year of miles

(a) Commencement of work not authorized

(b) This branch is on the 2' 6" gauge

(c) Commencement of work not authorized and question of gango not finally settled

† Made up as follows —
Completed and in hand at

Completed and in hand at the beginning of 1903-06
Sanctioned during 1903-06

Sanctioned during 1903-06

Add—

Increase in mileage of the Mandla branch of the Juh
hulpur Gondia extension

1119

Deduct—

Madura District Light railway abandoned
Net decrease due to surrenders of railways

Net decrease due to corrections of mileage

(d) Completion deferred

* Correction of mileage

Mile 1.40

SO 91-243
621 69

021 09

31 536 17

0.45

947

31 545 64

0.000000

85 20

83-7

31,450 35

APPENDIX 40—*concl'd*

It is expected that the following lengths of unfinished line will be opened for public traffic in 1906-1907 —

	Miles	Miles
5' 6" gauge—		
(i) State lines worked by the State	319 76	
(ii) State lines worked by companies	348 65	
(iii) Branch line companies' railways assisted by Government under "Rebate" terms	26 85	695 26
3' 3½" gauge—		
(iv) State lines worked by companies	105 58	
(v) Assisted companies' lines—		
A Subsidized by the Government of India	92 00	
B Receiving land only from Government	60 94	
	152 94	258 52
Special (2' 6" and 2' 0") gauges—		
(vi) Assisted companies lines receiving land only from Government	19 70	
TOTAL		973 48

Leaving the undermentioned lines for completion in 1907-1908 or later —

	Miles.	Miles
5' 6" gauge—		
(vii) State lines worked by the State	505 46	
(viii) State lines worked by companies	158 42	
(ix) Native State lines worked by companies	1 39	465 27
3' 3½" gauge—		
(x) State lines worked by the State	227 75	
(xi) State lines worked by companies	214 96	
(xii) District Boards' lines	51 43	
(xiii) Assisted companies lines—		
A Subsidized by Local Governments	8 50	
B Receiving land only from Government	20 00	29 40
(xiv) Native State lines—		
A Worked by Native States	2 75	
B Worked by companies	83 07	85 82
		639 36
Special (2' 6" and 2' 0") gauges—		
(xv) State lines worked by the State	6 80	
(xvi) State lines worked by companies	345 92	
(xvii) Assisted companies lines—		
A Subsidized by District Boards	12 50	
B Receiving land only from Government	187 96	200 46
(xviii) Native State lines—		
A Worked by Native States	44 63	
B Worked by companies	68 60	
C Worked by State railway agency	22 02	135 25
		658 43
TOTAL		1 793 06

	Miles	Miles	Miles
Eastern Bengal—			
Kankurgachi Chord	2 20		
Nagda Muttra—			
Nagda to Morak	101 50		
(i) North Western—	103 14	168 49	310 76
Azhikhal Mangalore	67 60		
Bengal Nagpur—	77 27		
Bhojpal to Haridwar	25 64		
East Indian—			
Kharva to Jhappur	39 47		
Manpur to Dhanbad	121 19	205 91	345 65
Ondal to Saurashtra	44 00		
Great Indian Peninsula—			
Warora to Bellary	37 69		
Indian Midland—			
Portion of the Agra Ballinganj branch	2 21		
(iii) Amritsar Patti			26 65
(iv) Tirhoot—			
A	60 37		
B	6 60		
C	18 01		10 58
(v) Barail Light (2' 6")—			
Kuslamb to Tadwala	45 00		9 00
	4 09		60 94
(vi) Nagda Muttra—			
Morak to Muttra	212 47	252 40	
(vii) North Western—	40 00	23 09	30 44
Kacha Garbi to mile 73			
Bengal Nagpur—			
Bhojpal to Parthadahi	2 28		
Branch line near Khanasodah	1 07	4 25	
East Indian—			
Agra direct access	1 70		
Bhagpur to Bansi	31 04		
Bansi to Bansi	4 00		
(viii) Sarai			
Hoshiy to Kutwa	1 10		
Alie 1 01 from Howrah on the Jharla branch	60 23		163 43
to Chandore	4 16		
Nagri to Kusunda	1 09		
Great Indian Peninsula—			
Kharli to Nazgaon	6 51		7 87
Maidra Link	1 22		
Madras (North East line)—			
Kornaluppetal to Basin Pond			0 85
Calcutta (a)			16 06
(ix) Petlad Comby (Tampur Comby section)—			
Comby to Comby Bandar			1 30
(x) Eastern Bengal—			
Forbesganj to the Nepal Frontier	1 50		
Khatbar to Chapari	10 00		
Kokrihar to the Brahmaputra river opposite Gauhati	116 00		277 50
(xi) Assam Bengal—			
Akhaura to Ashuganj	10 00		
Burma—			
Thamang to Malagan	0 00		
Burma Extension—			
Hezunda to Kyangin	65 00		
Pegu to Martaban (a)	1 27	180 03	244 00
(xii) Nilgiri—			
Coonoor to Ootacamund		11 50	
South Indian—			
Moudapam to Pambaswaram Temple	10 12		
Tangachimadam to Port Ananthi	1 71	20 53	
Tirupachettai to Sivaganga	9 00		
Bezavada Masulipatam			4 00
(xiii) Tanjore District Board—			
A	1 00		
B	3 00		
C	0 63		51 43
(xiv) B —			
Ta'ap to Shullwashtat			8 50
(xv) A Morri—			
Blone Quarry branch			3 00
(xvi) Gackwar's Nibsan—			
Chrusama to Belhaji	17 27		30 00
Maund Road to Harli	21 00		2 75
(xvii) Jalpur—			
Nawal to Nawal Madhopur			33 47
Sangli—			
Miry to Sangli Town	40 00		63 07
Sangli to Sangli Town	4 00		
(xviii) Jullundur Kapurthala Sultanpur (British section)—			
Jullundur to the British Frontier (b)			6 80
(xix) Gondia (a) (b) (c) (d) (e) (f) (g) (h) (i) (j) (k) (l) (m) (n) (o) (p) (q) (r) (s) (t) (u) (v) (w) (x) (y) (z) (aa) (ab) (ac) (ad) (ae) (af) (ag) (ah) (ai) (aj) (ak) (al) (am) (an) (ao) (ap) (aq) (ar) (as) (at) (au) (av) (aw) (ax) (ay) (az) (ba) (bb) (bc) (bd) (be) (bf) (bg) (bh) (bi) (bj) (bk) (bl) (bm) (bn) (bo) (bp) (bq) (br) (bs) (bt) (bu) (bv) (bw) (bx) (by) (bz) (ca) (cb) (cc) (cd) (ce) (cf) (cg) (ch) (ci) (cj) (ck) (cl) (cm) (cn) (co) (cp) (cq) (cr) (cs) (ct) (cu) (cv) (cw) (cx) (cy) (cz) (da) (db) (dc) (dd) (de) (df) (dg) (dh) (di) (dj) (dk) (dl) (dm) (dn) (do) (dp) (dq) (dr) (ds) (dt) (du) (dv) (dw) (dx) (dy) (dz) (ea) (eb) (ec) (ed) (ee) (ef) (eg) (eh) (ei) (ej) (ek) (el) (em) (en) (eo) (ep) (eq) (er) (es) (et) (eu) (ev) (ew) (ex) (ey) (ez) (fa) (fb) (fc) (fd) (fe) (ff) (fg) (fh) (fi) (fj) (fk) (fl) (fm) (fn) (fo) (fp) (fq) (fr) (fs) (ft) (fu) (fv) (fw) (fx) (fy) (fz) (ga) (gb) (gc) (gd) (ge) (gf) (gg) (gh) (gi) (gj) (gk) (gl) (gm) (gn) (go) (gp) (gq) (gr) (gs) (gt) (gu) (gv) (gw) (gx) (gy) (gz) (ha) (hb) (hc) (hd) (he) (hf) (hg) (hh) (hi) (hj) (hk) (hl) (hm) (hn) (ho) (hp) (hq) (hr) (hs) (ht) (hu) (hv) (hw) (hx) (hy) (hz) (ia) (ib) (ic) (id) (ie) (if) (ig) (ih) (ii) (ij) (ik) (il) (im) (in) (io) (ip) (iq) (ir) (is) (it) (iu) (iv) (iw) (ix) (iy) (iz) (ja) (jb) (jc) (jd) (je) (jf) (jg) (jh) (ji) (jj) (jk) (jl) (jm) (jn) (jo) (jp) (jq) (jr) (js) (jt) (ju) (jv) (jw) (jx) (jy) (jz) (ka) (kb) (kc) (kd) (ke) (kf) (kg) (kh) (ki) (kj) (kk) (kl) (km) (kn) (ko) (kp) (kq) (kr) (ks) (kt) (ku) (kv) (kw) (kx) (ky) (kz) (la) (lb) (lc) (ld) (le) (lf) (lg) (lh) (li) (lj) (lk) (ll) (lm) (ln) (lo) (lp) (lq) (lr) (ls) (lt) (lu) (lv) (lw) (lx) (ly) (lz) (ma) (mb) (mc) (md) (me) (mf) (mg) (mh) (mi) (mj) (mk) (ml) (mm) (mn) (mo) (mp) (mq) (mr) (ms) (mt) (mu) (mv) (mw) (mx) (my) (mz) (na) (nb) (nc) (nd) (ne) (nf) (ng) (nh) (ni) (nj) (nk) (nl) (nm) (nn) (no) (np) (nq) (nr) (ns) (nt) (nu) (nv) (nw) (nx) (ny) (nz) (oa) (ob) (oc) (od) (oe) (of) (og) (oh) (oi) (oj) (ok) (ol) (om) (on) (oo) (op) (oq) (or) (os) (ot) (ou) (ov) (ow) (ox) (oy) (oz) (pa) (pb) (pc) (pd) (pe) (pf) (pg) (ph) (pi) (pj) (pk) (pl) (pm) (pn) (po) (pp) (pq) (pr) (ps) (pt) (pu) (pv) (pw) (px) (py) (pz) (qa) (qb) (qc) (qd) (qe) (qf) (qg) (qh) (qi) (qj) (qk) (ql) (qm) (qn) (qo) (qp) (qq) (qr) (qs) (qt) (qu) (qv) (qw) (qx) (qy) (qz) (ra) (rb) (rc) (rd) (re) (rf) (rg) (rh) (ri) (rj) (rk) (rl) (rm) (rn) (ro) (rp) (rq) (rr) (rs) (rt) (ru) (rv) (rw) (rx) (ry) (rz) (sa) (sb) (sc) (sd) (se) (sf) (sg) (sh) (si) (sj) (sk) (sl) (sm) (sn) (so) (sp) (sq) (sr) (ss) (st) (su) (sv) (sw) (sx) (sy) (sz) (ta) (tb) (tc) (td) (te) (tf) (tg) (th) (ti) (tj) (tk) (tl) (tm) (tn) (to) (tp) (tq) (tr) (ts) (tt) (tu) (tv) (tw) (tx) (ty) (tz) (ua) (ub) (uc) (ud) (ue) (uf) (ug) (uh) (ui) (uj) (uk) (ul) (um) (un) (uo) (up) (uq) (ur) (us) (ut) (uu) (uv) (uw) (ux) (uy) (uz) (va) (vb) (vc) (vd) (ve) (vf) (vg) (vh) (vi) (vj) (vk) (vl) (vm) (vn) (vo) (vp) (vq) (vr) (vs) (vt) (vu) (vv) (vw) (vx) (vy) (vz) (wa) (wb) (wc) (wd) (we) (wf) (wg) (wh) (wi) (wj) (wk) (wl) (wm) (wn) (wo) (wp) (wq) (wr) (ws) (wt) (wu) (wv) (ww) (wx) (wy) (wz) (xa) (xb) (xc) (xd) (xe) (xf) (xg) (xh) (xi) (xj) (xk) (xl) (xm) (xn) (xo) (xp) (xq) (xr) (xs) (xt) (xu) (xv) (xw) (xx) (xy) (xz) (ya) (yb) (yc) (yd) (ye) (yf) (yg) (yh) (yi) (yj) (yk) (yl) (ym) (yn) (yo) (yp) (yq) (yr) (ys) (yt) (yu) (yv) (yw) (yx) (yy) (yz) (za) (zb) (zc) (zd) (ze) (zf) (zg) (zh) (zi) (zj) (zk) (zl) (zm) (zn) (zo) (zp) (zq) (zr) (zs) (zt) (zu) (zv) (zw) (zx) (zy) (zz)			

(a) Commencement of work not authorized

(b) Commencement of work not authorized and question of gauge not finally settled

(c) Completion deferred

APPENDIX 41.

Constitution of a Railway Board, and abolition of the Public Works Department (Railway Branch) of the Government of India.

No 256 G

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT

GENERAL

Calcutta, the 18th February 1905

Read—

P W D Resolution No 3336 G, dated the 23rd December 1897.

P W D Resolution No 293 G, dated the 1st March 1900

P. W D Despatch No 2 Ry, dated the 7th January 1904, to the Secretary of State for India

Despatch No 65 Ry, dated the 19th August 1904, from the Secretary of State for India

RESOLUTION—The Government of India have had under consideration the recommendations made in his Report on the Administration and Working of Indian Railways by Mr Thomas Robertson, C V O, Special Commissioner for Indian Railways, with regard to the constitution of a Railway Board to control the railway system in India and its extensions, in place of the Public Works Department, Railway Branch, of the Government of India

2 The conception of a Railway Board is not new, it has been advocated and considered on various occasions for many years past. Its central idea is that there should be a body of practical business men entrusted with full authority to manage the railways of India on commercial principles, and freed from all non-essential restrictions, or needlessly inelastic rules. In view of the great expansion that has taken place in the railway system of India, and of the necessity which has in consequence arisen for providing more powerful and efficient machinery for the rapid disposal of the increasing business, the Government of India placed before His Majesty's Secretary of State for India certain proposals for the constitution of a Railway Board, which, with some modifications, have now received his sanction.

3 There are two distinct classes of duties with which the new authority will have to deal. The first is deliberative and includes the preparation of the railway programme and the greater questions of railway policy and finance affecting all lines. The ultimate decision on such questions must of necessity rest with the Government of India.

The second class of duties is administrative, and includes such matters as the construction of new lines by State Agency, the carrying out of new works on open lines, the improvement of railway management with regard both to economy and public convenience, the arrangements for through traffic, and the settlement of disputes between railways. It is in respect to these duties that the greatest advantage in the establishment of an authority outside the Government of India is looked for.

4 The Railway Branch of the Public Works Department of the Government of India will be abolished, and the control of the railway system in India

APPENDIX 41—*conclud*

is hereby entrusted to a Railway Board consisting of three persons—a Chairman and two Members. In the Chairman of the Board is vested the general control of all questions committed to the Railway Board, and the power to act on his own responsibility, subject to the confirmation of the Board. The Railway Board are also authorised to delegate to the Chairman or a Member the power of settling questions which may arise on any tour of inspection, such decision to be recorded subsequently as an act of the Railway Board.

5 The Railway Board will be provided with a Secretary and such establishment as may be considered necessary for the conduct of their business. All correspondence hitherto addressed to the Secretary, Public Works Department, Railway Branch, Government of India, and to the Directors of Railway Traffic and Construction, will in future be addressed to the Secretary to the Railway Board. Communications from public bodies interested in railway questions should also be addressed to the Board, either direct or through the Local Government concerned.

6 The Government of India desire that all orders which the Railway Board may issue shall be accepted as the orders of the Government of India. Separate orders will issue investing the Railway Board with certain of the functions of the Governor-General in Council under the Indian Railways Act (IX of 1890), as soon as the necessary legislation has been carried out. The responsibility of acting in accordance with the policy desired by the Government of India, rests with the Board and their advisers.

7 The head-quarters of the Railway Board will be at the head quarters for the time being of the Government of India.

ORDER—Ordered that

The Governments of Madras and Bombay, Public Works Department, General and Railway Branches

The Governments of Bengal the United Provinces of Agra and Oudh, and the Punjab, Public Works Department

The Government of Burma, Public Works Department, General and Railway Branches

The Honourable the Chief Commissioners of the Central Provinces and Assam
The Chief Commissioner of Coorg

The Honourable the Resident at Hyderabad

The Honourable the Agents to the Governor General for Central India, Rajputana and Baluchistan

The Honourable the Agent to the Governor General and Chief Commissioner, North West Frontier Province

The Accountant General, Public Works Department

The Director General of Military Works

The Consulting Engineers to the Government of India for Railways, Calcutta, Lucknow and Assam

The Director General of Telegraphs

The Managers, North Western, Oudh and Rohilkhand, and Eastern Bengal State railways

The Engineers in Chief, Ganges Bridge and Agra Delhi Chord railway

The Engineer in Chief, Murshidabad Branch, Eastern Bengal State railway

The Engineer in Chief, Nagda Muttra railway survey

this Resolution be communicated to all the Departments of the Government of India, and to the Local Governments, Administrations and Officers, noted on the margin. Also that it be published in the *Gazette of India*.

APPENDIX 42

Amendment in rule 3 of Chapter III, Part I, of the General Rules for working open lines of railway

CIRCULAR No. R T 62.

RAILWAY BOARD

Simla, the 1st June 1905

READ—

Section 47 of the Indian Railways Act, 1890 (IX of 1890)

Government of India, Public Works Department notification No 118, dated the 21st March 1895, and the Government of India circular No 6 Railway, dated the 12th March 1895, published thereunder

Government of India, Department of Revenue and Agriculture memorandum No 486-71-17, dated the 21st February 1905

Government of India, Department of Commerce and Industry notification No. 801, dated the 24th March 1905

Railway Board's letter No R T 62, dated the 20th April 1905

RESOLUTION

The Government of India having decided, after consulting the several Railway Administrations, to introduce upon all railways (other than local disconnected lines where the change would be inconvenient) and in all telegraph offices, a Standard time which will in India be exactly $5\frac{1}{2}$ hours in advance of Greenwich and 9 minutes in advance of Madras time and in Burma $6\frac{1}{2}$ hours ahead of Greenwich and 5 minutes 23 seconds earlier than present Rangoon time, the necessary instructions were issued to all Railway Administrations concerned to introduce the Standard time at midnight between the 30th June and the 1st July 1905. This has necessitated an amendment of rule 3 of Chapter III, Part I, General Rules for working open lines of railway in India, which prescribes the use of Madras time

2 In exercise of the powers conferred by the notification of the Government of India in the Department of Commerce and Industry, No 801, dated the 24th March 1905, read in the preamble above, the Railway Board are pleased, under section 47, sub section (4) of the Indian Railways Act 1890 (IX of 1890), as in force in British India or as locally applied, to sanction the adoption on and from the 1st July 1905 by the Administrations of the Railways concerned, whether in British India, in foreign territory or in Native States, to which the General Rules for working open lines of railway, promulgated with the Government of India circular No 6 Railway, dated the 12th March 1895, apply of the accompanying amendment in rule 3 of Chapter III, Part I, of the said General Rules

Order—Ordered that this circular, with its enclosure, be published under a notification in Part I of the *Gazette of India* as required by section 47, sub-section (3), of the Indian Railways Act, 1890 (IX of 1890), and that a copy

APPENDIX 42—*concl'd.*

thereof be kept open for inspection at railway stations as directed by sub-section (6) of the same section, also that a copy of this circular and of its enclosure be

The Governments of Madras, Bombay, and Burma,
Public Works Department, Railway Branch

The Government of Bengal, Public Works and
Marine Departments

The Honourable the Chief Commissioner of
Assam

The Honourable the Resident at Hyderabad.

The Honourable the Agent to the Governor
General for Rajputana

The Consulting Engineers to the Government
of India for Railways, Calcutta, Lucknow, and
Assam

The Managers, North Western, Oudh and
Rohilkhand and Eastern Bengal (State) Railways

General and Chief Commissioners of the North-West Frontier Province, and the
Accountant General, Public Works Department, for information.

communicated to the Local Governments
and Administrations, and to the officers
noted in the margin, for information and
guidance; and to the Governments of the
United Provinces and of the Punjab,
the Honourable the Chief Commissioner
of the Central Provinces, the Honourable
the Resident in Mysore, the Honourable
the Agents to the Governor General in
Central India and Baluchistan, the
Honourable the Agent to the Governor

Document accompanying

Corrigendum referred to

Enclosure to Railway Board's circular No. R. T 62, dated the 1st June
1905.

Amendment in rule 3 of Chapter III, Part I, of the General Rules for work-
ing open lines of railway, promulgated with the Government of India,
Public Works Department circular No. 6 Railway, dated the 12th
March 1895.

In rule 3 of Part I, for the words "Madras time," read "Standard time."

APPENDIX 43

Proposals relating to projects for new railways or extensions of existing railways.

No. R C 313

RAILWAY BOARD

To

THE GOVERNMENTS OF MADRAS AND BOMBAY, PUBLIC WORKS DEPARTMENT, RAILWAY
- BRANCH

THE GOVERNMENTS OF BENGAL, THE UNITED PROVINCES OF AGRA AND OUDH, AND THE
PUNJAB, PUBLIC WORKS DEPARTMENT

THE GOVERNMENT OF BURMA, PUBLIC WORKS DEPARTMENT, RAILWAY BRANCH

THE HONOURABLE THE CHIEF COMMISSIONERS OF THE CENTRAL PROVINCES AND
ASSAM

THE HONOURABLE THE RESIDENT AT HYDERABAD

THE HONOURABLE THE RESIDENT IN MYSORE

THE HONOURABLE THE AGENTS TO THE GOVERNOR-GENERAL FOR CENTRAL INDIA,
RAJPUTANA AND BALUCHISTAN

THE HONOURABLE THE AGENT TO THE GOVERNOR-GENERAL AND CHIEF COMMISSIONER,
NORTH-WEST FRONTIER PROVINCE

THE CONSULTING ENGINEERS TO THE GOVERNMENT OF INDIA FOR RAILWAYS, CALCUTTA,
LUCKNOW AND ASSAM

THE MANAGERS, NORTH WESTERN, OUDH AND ROHILKHAND, AND EASTERN BENGAL
STATE RAILWAYS

Simla, the 23rd June 1905

SIR,

I am directed to say that the Railway Board would be glad if Local Governments would, at any time, send forward proposals relating to projects for new railways, or extensions of existing railways, which they may consider to be desirable in the interests of the various Provinces. It is suggested that the Local Governments should enter into direct consultation with the Railway Administrations likely to be affected by the construction of the lines which may be proposed.

APPENDIX 44

Revised form of agreement for extensions of railways into private premises.

No R T 35

RAILWAY BOARD

To

- (i) THE MANAGER, NORTH WESTERN RAILWAY
 (ii) " " OUDH AND ROHILKHAND RAILWAY
 (iii) " " EASTERN BENGAL STATE RAILWAY

Simla, the 28th July 1905

SIR,

WITH reference to correspondence ending with (i) and (ii) Government of India Public Works Department letter No 980 R T dated the 23rd October 1904 (iii) Railway Board's letters Nos 181 R T and 1 T 35 dated respectively the 2nd March and 5th June 1905, I am directed to request you to substitute the accompanying form for that now in use for extensions of the railway into private premises

2 I am to add that the revised form is intended as a guide and that the Railway Board will be pleased to consider any modification of the terms necessary to meet particular cases

Document accompanying.

Revised form of agreement referred to

No R T 35, dated Simla, the 28th July 1905

Copy, with copy of the enclosure referred to, forwarded to the Local

(i) to (iii) The Secretaries to the Governments of Madras, Bombay and Baroda, Public Works Department, Railway Branch

(iv) The Secretary to the Government of Bengal, Public Works Department

(v) The Honourable the Chief Commissioner of Assam

(vi) The Honourable the Resident at Hyderabad

(vii) The Honourable the Agent to the Governor General for Rajputana

(viii) to (x) The Consulting Engineers to the Government of India for Railways, Calcutta, Lucknow and Assam

Governments and Administrations and to the officers noted on the margin, for information and guidance, with reference to correspondence ending with

(i) to (vi) and (ix) and (x) Government of India Public Works Department letter No 980 R T dated the 23rd October 1904
 (viii) Government of India Public Works Department, letter No 1350 R C dated the 18th August 1904

and with the remark that the revised form of agreement now approved for State Railways may be taken as a general guide in preparing similar agreements

2 Should any modification of the terms be considered desirable, recommendations to meet the requirements of particular cases will receive the consideration of the Railway Board

APPENDIX 44—*contd*

STATE RAILWAY

Revised form of Agreement approved by the Railway Board for Extensions of the State Railway into private premises

The Railway Administration will undertake the survey, construction and equipment of sidings leading from the main line, the sidings or stations of the railway for the traffic from Mills or other industries in the vicinity of the railway on the following conditions —

Survey and Construction

1. On the application and signature of the form of acceptance at the foot of these conditions, by the owners of a Mill or other industry (throughout these conditions referred to as the applicants) and on payment by them in advance of Rs 200 for the first mile or part of a mile of siding required and Rs 50 for every quarter mile or fraction thereof in excess of one mile, a survey for the siding to be constructed will be made by the Railway Administration. The above charge will cover the cost of preparation of the necessary plans and estimates, single copies of which will be sent to the applicants on completion. Applicants who require alterations to the plans which involve more survey work will have to pay as for a fresh survey.

2 Plans and estimates for the siding, in which shall be included the estimate of the cost of the acquisition of the land, will be subject to the sanction of the Railway Board, which sanction will be applied for by the Railway Administration as soon as the applicants have complied with the requirement of the 4th condition as to the amount to be deposited.

3 The land required for the siding outside the railway boundaries will be acquired by Government under the Land Acquisition Act. Land so acquired will vest absolutely in Government and the applicants will have no right or claim thereto.

4 On receipt of a statement of the advance required by the Railway Board to be made for such purposes as they may think necessary, including the estimated cost of acquisition of the land by Government, the applicants will deposit the amount thereof with the Railway Administration, and the Railway Administration will, on the plans and estimates for the siding being sanctioned by the Railway Board, proceed to the acquisition of the land. If the amount expended by the Railway Administration for the purposes mentioned in the said statement shall exceed the amount of the deposit by the applicants under this condition, the applicants will pay the Railway Administration on demand the amount of such excess.

5 The work to subgrade of the siding, that is, earthwork, bridging, ballast, etc., will be carried out at the expense of the applicants, but may, with the sanction of the Railway Administration, if so desired, be done by the applicants. Such work, if done by the applicants, shall be in accordance with the plans and specifications prepared by the Railway Administration and shall be approved by the Engineer of the Railway Administration before the rails are laid. Should the applicants, on undertaking to do the work, require the help of the staff of the Railway Administration in surveying or setting out the earthwork, etc., a charge of Rs 32 will be made for each day or part of a day that the staff is so employed. If the subgrade work is carried out by the Railway Administration the applicants shall deposit beforehand the estimated cost of it, including a charge for supervision at 17 per cent on the total amount of the estimate, excluding all stores issued from stock and freight charges on the same—stores issued from stock will be charged at the booked rates, as shown in the railway priced ledgers, plus a sum of 10 per cent for stores supervision—and agree to pay on demand any excess expenditure over the estimate that may be incurred by the Railway Administration in the actual execution of the work.

APPENDIX 44—*contd.**Maintenance of the siding*

6 The ordinary maintenance of all work to subgrade shall be done by, or at the expense of, the applicants, the supervision by the Railway Administration, where required, being paid for as provided in clause 5. Such emergent maintenance as the safety of the lines worked over by the railway demands will be done, as required by the Railway Administration, and the applicants agree by the acceptance of these terms to pay on demand any expenditure incurred by or through the Railway Administration on this account.

7 On completion, to the satisfaction of the Railway Administration, of the subgrade work, including provision of ballast, the permanent way materials, that is, sleepers, rails, fastenings, points and crossings will be provided, laid and maintained by the Railway Administration free of charge. The Railway Administration will further provide free of charge the girder work of bridges and any station machinery necessary.

8 In the event of the applicants abandoning the use of the siding, or in the event of the traffic to and from the siding being at any time in the opinion of the Railway Board insufficient to justify the continuance of the siding as such, the Railway Administration will be at liberty on giving to the applicants 30 days' notice to remove the permanent-way materials and all girder work and machinery provided by the Railway Administration from the siding, provided that if the applicants shall be desirous of keeping the siding open for traffic, and shall intimate their desire to the Railway Administration before the removal of the permanent-way materials, girder work or machinery shall have commenced, the Railway Administration will continue to so maintain the siding on condition that the applicants pay half-yearly any expense entailed on the Railway Administration by the siding being so kept open. If the permanent-way materials or the girder work or station machinery or any portion thereof shall be removed by the Railway Administration in exercise of the liberty reserved in this condition, the cost of such removal will be borne by the applicants and be paid by them to the Railway Administration on demand.

9 The Railway Board may at any time construct or permit the construction of any branch or extension of the siding, and may work traffic over the siding to and from such branch or extension. The Railway Board may sanction the use of the siding for the traffic of persons other than the applicants on payment to the applicants of a remuneration for such use, the amount of such remuneration to be determined by the Railway Administration. The working of such branch or extension, and the use of the siding by persons other than the applicants will be so conducted as to interfere as little as possible with the free use of the siding by the applicants, whose traffic shall have precedence.

10 If it shall become necessary to extend the siding beyond the land acquired by Government into the premises of the applicants, such extension will be constructed by the applicants in accordance in all respects with plans approved by the Railway Administration, and at the cost of the applicants. The entire cost of working such extension will be borne and paid by the applicants, and all property of the Railway Administration, while on such extension, will be at the entire risk of the applicants. If desired by the applicants, the Railway Administration will undertake to supply all labour for the maintenance of those portions of the siding situated within the premises of the applicants for a monthly payment by the applicants to the Railway Administration of Rupees 32 per mile of siding maintained, subject to a minimum charge as for half a mile. For lengths over half a mile, the charges will be as for $\frac{3}{4}$, 1, $1\frac{1}{4}$ miles, etc., increasing by $\frac{1}{4}$ mile increments. Materials required for such renewals, as may be necessary on the portion so maintained, will be supplied by the Railway and charged to the applicants at the rates shown in the Railway priced ledgers plus a sum of 10 per cent for stores supervision. All unserviceable material removed from portions of the siding so maintained shall be handed over to the applicants. In the case of sidings constructed throughout at the cost of applicants under clause 5, the same scale of charges will apply to the maintenance of the siding by the Railway.

APPENDIX 44—*contd*

11 If so desired by the Railway Administration, a weigh-bridge and weigh-bridge siding shall be provided. Such weigh-bridge siding will be constructed by the Railway Administration or by the applicants, as the case may be, upon and in accordance with the foregoing conditions governing the construction of the original siding, and on completion of the works of the siding up to sub-grading, the weigh-bridge and the permanent-way materials necessary for such siding will be provided, laid and maintained by the Railway Administration. If for the purpose of constructing such weigh-bridge and siding any land outside the boundaries beyond that acquired by Government for the original siding shall be required the foregoing conditions regarding the acquisition of land for the original siding shall apply to the acquisition of such additional land.

12 If a weigh-bridge or weigh-bridge siding shall be constructed, the applicants will provide quarters for a weigh-clerk, and all labour from time to time necessary for the proper performance of the operation of weighing within the free time allowed for the use of wagons. The weigh-clerk will be a servant of, and paid by, the Railway Administration.

13 In the event of its being necessary, subsequent to the original construction of the sidings, to make any alterations or additions thereto, or to provide such items as fencing, signals or improved safety appliances, or machinery of any kind, or to provide quarters for signallers or staff for the working of the siding, such additional works shall be provided, subject to the general conditions governing the original construction, that is, the cost and maintenance of works to subgrade, or of works that would be abandoned if the siding were closed, shall be borne by the applicants and the cost of permanent-way materials, station machinery, signals and such items of works, supplied at the cost of the Railway Administration as would be removed by the Railway Administration in the event of the siding being abandoned, shall be borne by the Railway Administration. No addition or alteration shall be made to the siding by the applicants without the written sanction of the Railway Administration, nor without such sanction shall any temporary or permanent structure be erected by the applicants in such proximity to the siding as to effect in any way the working of trains over the siding. All sanctioned additions or alterations to the siding made by the applicants, and all sanctioned structures erected by the applicants shall be made or erected in all respects in compliance with the regulations of the Railway Administration for the time being in force.

14 All sums, which under the foregoing conditions shall be payable by the applicants on demand, shall if not so paid bear interest at 10 per cent per annum from date on which payment was demanded.

Traffic Working

15 Freight for all classes of goods, up to and from the station at which the siding takes off, will be charged in accordance with the rates from time to time published in the goods tariff of the Railway Administration and, in addition, for hauling loaded wagons over the siding to or from the Mills, the following charges will be made by the Railway, the distance for charge in all cases being for a minimum of 1 mile—

0 25 pice per maund per mile for jute, with the usual discount for bales

Classified rates as notified in the tariff for all other articles, including coal and coke or patent fuel

No charge will be made for hauling empty wagons over the siding

16 Wagons are to be made over at the Mills, and returned by the Mills in the form of certificate shown in Annexure A.

17 Wagons will be hauled by the Railway to and from the Mill gates, or some other point fixed upon by the mutual consent of the applicants and

APPENDIX 44—*contd*

the Railway Administration, the former undertaking to shunt the wagons from there to the Mill premises and back

18 The applicants will see that the rules and regulations of the Railway Administration are strictly adhered to by their employes, and will be responsible for all accidents or loss or damage that may ensue from the neglect or disobedience of such rules and regulations by the employes. It will be the duty of the applicants to obtain all such rules, and to see that their employes are made acquainted with them

19 As soon as the wagons are placed at the Mill gates, or any other point mutually agreed upon, the station master will, after filling up Parts I and II of Annexure A, have Part I signed by the consignee, and himself sign Part II, and make it over to the consignee with Part III, when they will be considered as made over to the Mills, and from that time the free time allowed to them will commence, similarly, the wagons will be considered as returned to the Railway Administration as soon as they are placed at the Mill gates, or some other appointed place, after being unloaded which will be intimated to the station master by the consignee on Part III of Annexure A, which will be filled up by the latter, and signed both by consignee and station master in each other's presence

20 The applicants will be held responsible for any damages which the wagons may sustain during the period they remain under their charge, and will be liable for the cost of re-railing wagons derailed on portions of the siding maintained by them and for repairs to the siding

21 The free time allowed to the applicants on wagons and the demurrage charges leviable will be governed by the rules issued from time to time in the Goods Tariff book of the Railway Administration

22 No traffic other than that which may properly be connected with the working or requirements of the Mill or industry of the applicants, shall, except with the written permission of the Railway Administration, be at any time taken or sent by the applicants over the siding. No consideration or remuneration of any nature, except such as may be contained in a written permission of the Railway Administration shall be received or taken by the applicants in respect of traffic over the siding

TO THE MANAGER,

State Railway

_____ 190 .

DEAR SIR,

We accept the above terms for the construction, working and maintenance of the siding asked for by us _____

at mile _____ on the _____ of the _____ State Railway.

Dated _____ 190 .

APPENDIX 44—concl'd

ANNEXURE A.

—S Ry—Voucher for consignments unloaded in
private sidings

PART I.

OFFICE COPY.

Station _____ Railway Receipt No _____
Date _____ Consignee _____
Hour _____

Wagon Nos	ARRIVED		PLACED		REMARKS
	Date	Hour	Date	Hour	

Station Master _____ Consignee _____
Date _____

—S Ry—Voucher for consignments un-
loaded in private sidings

(D)
PART II.

CONSIGNEE'S NOTICE

Station _____ Railway Receipt No _____
Date _____ Consignee _____
Hour _____

Wagon Nos	ARRIVED		PLACED		REMARKS
	Date	Hour	Date	Hour	

Station Master _____ Date _____

—S Ry—Voucher for consignments unloaded in
private sidings.

PART III

CONSIGNEE'S CERTIFICATE AND RELEASE

Station _____ Date _____
Receipt No _____ Hour _____

(1) Wagon Nos	(2) RELEASED		(a) TIME ALLOWED		(b) TIME TAKEN		(c) REMARKS
	Date	Hour	Date	Hour	Date	Hour	

Consignee _____ Station Master _____
Date _____ Consignee _____ Date _____

APPENDIX 45.

Rates and conditions for the carriage of coal for the general public
and for State or other Railways.

Circular No R T 29.

RAILWAY BOARD.

RAILWAY TRAFFIC

To

THE SECRETARIES TO THE GOVERNMENTS OF MADRAS, BOMBAY AND BURMA, PUBLIC
WORKS DEPARTMENT, RAILWAY BRANCH
THE SECRETARY TO THE GOVERNMENT OF BENGAL, PUBLIC WORKS DEPARTMENT
THE SECRETARY TO THE GOVERNMENT OF BENGAL, MARINE DEPARTMENT
THE HONOURABLE THE CHIEF COMMISSIONER OF ASSAM
THE HONOURABLE THE RESIDENT AT HYDERABAD
THE HONOURABLE THE AGENT TO THE GOVERNOR GENERAL FOR RAJPUTANA
THE ACCOUNTANT GENERAL, PUBLIC WORKS DEPARTMENT
THE CONSULTING ENGINEERS TO THE GOVERNMENT OF INDIA FOR RAILWAYS,
CALCUTTA AND LUCKNOW
THE DIRECTOR GENERAL OF TELEGRAPHS
THE MANAGER, NORTH WESTERN, OUDH AND ROHILKHAND AND EASTERN BENGAL
(STATE) RAILWAYS

Simla, the 26th August 1905

SIR,

In Government of India letter No 517 R T, dated the 8th July 1897, it was ruled that the rates quoted in the Schedules to Government of India Circular No 8 Railway, dated the 4th May 1895, were maximum rates, the minimum rate on railways for which a minimum has been prescribed, being $\frac{1}{16}$ th pie per maund per mile

2 The Railway Board consider that this minimum restricts trade in places distant from the coal-fields, and they accordingly authorise, subject to the conditions enumerated below, the adoption of the following minimum rates.—

	Per maund per mile
For distances up to 300 miles	$\frac{1}{16}$ th pie or 0 10
Plus for any distance in excess of 300 miles and up to 500 miles inclusive	$\frac{1}{16}$ th pie or 0 066
Plus for any distance in excess of 500 miles	$\frac{1}{16}$ th pie or 0 05

Condition 1—That the rate shall be calculated on the through distance between the station of origin and the station of destination of the consignment

Condition 2—That when there are two or more routes to destination from the colliery where the traffic originates the railway or railways forming the longer route may calculate charges on the same mileage as the railway or railways forming the shorter route

Condition 3—That coal for the use of foreign railways is charged at the same rates and under the same conditions as coal carried for the public

Condition 4—That the rates charged are divided between the railways over which the traffic is carried in proportion to the mileage of each, provided that if the distance the coal is carried over any railway is less than 25 miles, the mileage of that railway in dividing the freight shall be reckoned as 25 miles.

Condition 5—That these rates shall be subject to revision at the end of three years from the 1st of September 1905

APPENDIX 46.

Construction of wagon frames and bodies of wagons for State railways in India.

No R S 107-1

RAILWAY BOARD.

To

THE MANAGER, NORTH WESTERN RAILWAY

THE MANAGER, OUDH AND ROHILKHAND RAILWAY

THE MANAGER, EASTERN BENGAL RAILWAY

Dated Simla, the 11th September 1905

SIR,

I am directed to inform you that the Railway Board have received representations from various firms of Manufacturing Engineers in India, who ask that they may be given the opportunity of tendering for the construction of wagon frames and bodies in this country. After giving the matter their full consideration, the Railway Board have come to the conclusion that they are justified in placing Indian firms in a position to develop this class of work, and they desire that the arrangement indicated below shall be adopted and shall continue for a period of three years —

2 When sanction has been given to the purchase of goods stock, tenders shall be called for publicly in India for the supply of twenty-five per cent of the stock sanctioned

3 Tenders shall be confined to the supply of frames and bodies only. The requisite wheels, axles, springs and draw-bars to complete the wagons shall be indented for from England, and shall be supplied by the railway administration to the firm whose tender has been accepted

4 Tenders should be for wagons erected complete on rails

5 The firms tendering should bind themselves to deliver the wagons within a specified time

6 The work done and the material used shall be subject to the conditions laid down in Public Works Department Code, Volume II, Appendix 30, paragraph 7. Tenders shall be accepted only from firms whose names are entered in Schedule B attached to that Appendix, as corrected from time to time by order of the Government of India, and the work shall be subject to the specifications and tests prescribed in Schedule C attached to that appendix, and to the same kind of inspection as that provided for in tenders for similar work called for in England

7 Subject to the material being satisfactory, iron and steel of Indian manufacture should be used whenever possible

8 Tenders should be submitted by Managers to the Railway Board for approval before acceptance